# CAMADIAN SERVICE DATA BOOK

1967-1971 domestic and imported automobiles

### 1972 EDITION

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#### George W. Gilmour

vice-president and director, business publications division

#### Price: \$3.50 each-Canada \$5 each—U.S.A. & U.K.

\$6 each—elsewhere

#### Published and printed by Maclean-Hunter Limited

Donald F. Hunter . . chairman D. G. Campbell . . . . president

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HAYES-DANA LIMITED





**AUTOLITE'S NEW NAME** 

### GENERAL DATA

		Wheel-	Approx.	Overall	Max.	Height	OVER	HANG	TRA	CK	Ground	TIRES	(Std. Egpt.)
MAKE & MODEL	YEAR	base	Curb Weight	Length	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
	67 68-69 70-71 10 Coupe E70-			183 187.4 189.3 189.4 12 '69, 52.5.	71.3 71.3 72.4 72.4 13 '69, 58			46 50.4 48.6 48.6 left door of			6 6.3 5.8 5.0 uper Sport E	7.35-14 <sup>1</sup> E78-14 <sup>15</sup> E70-14.	24F, 40R 24F, 28R <sup>14</sup> 14 16 '71, 3037.
Beaumont, Beaumont Custom Beaumont 396 V8. Beaumont S/Wagon. 73000 Beaumont. 73000 Series Coupe. 73000 Series S/Wagon.	67 67 68–69 69			196.9 196.9 199.8 201.1 <sup>10</sup> 196.9 207.9 agon 7.75. pe F70-14.	75 75 75 75.7 <sup>11</sup> 76.0 76.0 9 '69, 320.			50 50 52.9 47.6 47.4 54.4 1'69, 76.			5 6.8 4.8 4.8 5.8 t door of veh or dual action	7.35-148 7.75-141 7.75-141 iicle. 18	26FR 22F, 30R 26F, 28R <sup>12</sup> 3 12 4 12 350 V8 sport
AMERICAN MOTORS American 01 Series Rebel 10 Series Marlin 50 Series Ambassador 80 Series American, Rambler 01 Series Ambassador 80 Series Ambassador 80 Series Ambassador 80 Series Javelin 70 Series AMX 30 Series Ambassador 80 Series Ambassador 80 Series Hornet 01 Series Rebel 10 Series Ambassador 80 Series Javelin 70 Series Javelin 70 Series Amex 30 Series Javelin 70 Series Amex 30 Series Javelin 70 Series Ambassador 80 Series Javelin 70 Series Matador 10 Series Matador 10 Series Matador 10 Series	67 67 68-69 68-69 68-69 68-69 70-71 70 70 70 70 71	106 114 118 106.0 114.0 118.0 109.0 97.0 122.0 96.0 108 114 122 109 97 110 122 118 2 '69, 56-2		181 197 201 . 45 202 . 5 181 . 00 197 . 00 202 . 50 189 . 22 177 . 22 206 . 5 179 . 26 199 . 00 208 . 00 191 . 04 179 . 04 191 . 77 210 . 78 206 . 05 3170 . 4	70. 84 78. 36 78. 36 78. 36 70. 84 77. 24 77. 24 71. 57 77. 24 70. 58 71. 08 <sup>18</sup> 77. 24 77. 2	52, 38 54, 6 53, 8 54, 7 54, 24 54, 69 51, 81 51, 73 55, 00 52, 55; 12 52, 72; 4 55, 00 50, 87 55, 35 56, 31 70, 58, 14	31. 7 31. 9 32. 9 31. 70 32. 9 31. 70 32. 90 32. 90 32. 70 32. 90 33. 25 33. 25 33. 25 33. 25 41. 52 42. 25 35. 66 34. 93 90. 90 71. 52. 40.	43.3 51.1 50.55 51.6 43.30 51.10 51.10 60 40.52 51.60 32.00 38.01 53.10 40.52 39.53 10.52 39.53 12.53	56 58. 2 58. 58 56. 00 <sup>2</sup> 58. 58 56. 50 <sup>2</sup> 58. 58 57. 92 <sup>2</sup> 58. 36 <sup>10</sup> 60. 00 57. 46 60. 00 60. 00 59. 70 59. 90 59. 90 59. 90 59. 94 7 69, 60	55 58 5 58 5 58 5 58 5 50 0 58 50 0 57 00 57 00 57 00 60 00 57 00 60 00	6 6 6 5. 95 6. 00 5. 51 5. 29 6. 00 5. 51 5. 21 6. 08 6. 45 5. 11 5. 48 6. 29 6. 08 69, 2876.	7.35-14 7.35-14 7.35-14 7.35-14 7.35-14 7.35-14 7.35-14 7.75-14 6.00-13 6.45-14 E78-14 C78-14 C78-14 E78-14	24F, 26R 28FR 24F, 28R 24F, 28R 24FR 1 24FR 24FR 28FR 28FR 24F, 28R 24F, 28R 24F, 28R 24FR 24FR 24FR 24FR 24FR 24FR 24FR 24F
AUSTIN Mini Countryman Austin-Healey Sprite Mk II, Mk III. Mini, II, S/Wagon, Mini Cooper 998, SC. Austin-Healey 3000. A60 Cambridge, Countryman A110. Austin 1800, II. 1100, Austin America Mini Cooper S.	67–68 67–71 67–68 67–68 67–68 67–71	84.16 80.0 80 92 100.25 110 106.125 93.5 80 Sprite III 2, 28F, 24R.		129.87 132.75 120.25 157.5 174.5 187.25 164 146.75 120.25 7 28F, 26R		53.5 49.754 53 50 58 59.5 56 52.75 53 . 8'69, C					7.125 5.0 6.375 4.625 6.5 6.5 6.5 6.0 6.1782; auto	1.75-13 5.50-12 <sup>1</sup> 145-10	24F, 26R 24F, 22R <sup>7</sup> 20F, 25R 23F, 25R 31F, 29R 28F, 22R <sup>12</sup> 3 28F, 24R <sup>13</sup>

		Wheel-	Approx.	Overall	Max.	Height	OVER	HANG	TRA	ACK	Ground	TIRES (	Std. Eqpt.)
MAKE & MODEL	X WIODEL I LAN ,				Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
BMW 1800 1800 T1	67 67	100.4 100.4	2359 2293	177 177	67.25 67.38	54 54	=	Ξ	52.19 52.19	53.75 54.0	6 6	6.00-14 6.00-14	24FR 27FR
BUICK Le Sabre Wildcat Electra Special, Special Deluxe, Skylark Sportswagon. GS400 Riviera. Special Deluxe, Skylark & Skylark Custom Sportwagon. GS350, GS400 Le Sabre Wildcat Electra 225 Riviera Sportswagon. Le Sabre, Wildcat, Electra 225. Riviera Sportswagon. Le Sabre, Wildcat, Electra 225. Riviera Skylark 2 Dr. Coupe Skylark 4 Dr. Sedan GS, GS 455. Sportswagon. Le Sabre, Custom Le Sabre, Custom Electra 225, Custom Electra 225, Custom Electra 225, Custom Estate Wagon Riviera Riviera Skylark 2dr Coupe CSabre LeSabre LeSabre LeSabre LeSabre LeSabre Cust m Estate Wagor Centurion Electra 225, Custom	67 67 67 67 68 68 68 68 68 68 68 69 69 70 70 70 70 70 70 70 71 71 71 71	123 126 126 115 120 115 119 116 <sup>24</sup> 121 122 123 126 129 121 126 <sup>37</sup> 119 112 126 127 128 129 120 121 120 121 120 121 120 121 120 122 123 123 129 122 123 123 129 122 123 123 124 124 126 122 123 123 123 124 125 125 123 127 128 129 122 120 122 121 121 122 123 123 123 124 125 125 123 125 127 123 125 123 127 128 128 129 129 122 120 122 120 122 121 123 123 124 125 123 125 123 125 123 127 123 123 123 124 125 123 125 127 123 124 125 125 127 127 128 128 129 129 129 129 129 129 129 129 129 129	4105 4284 4440 3263 3916 3573 4363 39175 39175 39164 4025 4223 4222 4299 419428 4358 33431 34192 4358 4358 33431 4152 4358 4358 4358 4358 4358 4358 4358 4358	217. 5 220. 5 223. 9 205 214. 3 205 214. 3 204. 6 <sup>24</sup> . <sup>25</sup> 214. 200. 6 217. 5 220. 5 224. 9 211. 3 218. 5 215. 3 202. 2 206. 2 206. 2 202. 2 212. 6 219. 4 225. 0 222. 3 215. 5 217. 4 225. 0 227. 2 207. 207. 207.	80 80 75.4 75.4 775.4 775.6 75.6 75.6 75.5 80 80 80 80 78.8 87.3 80.0 80.0 80.0 80.0 80.0 80.0 79.3 77.3 80.0 79.5 79.9 79.9 79.9 79.9 79.9 79.7 79.7	55. 3 55. 4 55. 9 54. 312 53. 5 53. 2 53. 6 52. 884 54. 3 55. 2 55. 8 54. 689 54. 689 54. 1 55. 46 55. 8 57. 1 53. 6 54. 6 55. 8 57. 1 53. 6 54. 6 55. 8 57. 1 53. 6 54. 6 55. 8 57. 1 58. 0 58. 0 59. 1 59.	38 38 38 35 6 35 6 35 6 35 6 38 5 5 37 47 37 47 38 0 38 0 41 92 37 5 5 39 41 2 2 41 2 39 2 2 42 3 39 2 2 42 3 39 2 2 42 3 39 2 42 3 43 15 44 1 54 41 11 40 18 40 1	56. 5 56. 5 59. 9 54. 413 53. 7 51. 1931 55. 62 51. 19 56. 46 60. 88 54. 30 55. 6 60. 18 54. 30 60. 18 57. 0 60. 1 57. 0 60. 1 57. 0 60. 1 54. 1 55. 62 57. 0 60. 1 54. 1 55. 62 57. 0 60. 1 57. 0 60. 1 60. 88 60. 88 60. 1 60. 1 6	63	63 63 59 59 59 63 63 63 63 63 63 63 63 63 63 63 63 63	5.5 5.5 5.7 <sup>22</sup> 6.3 6.8 4.8 5.75 5.52 5.52 4.81 5.75 6.8 6.8 6.8 6.8 6.7 6.9 6.8 6.8 6.8 6.8 6.9 6.5 7.6 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6	8. 45-15 8. 85-15 7. 75-14 8. 25-14 8. 45-15 <sup>28</sup> 7. 75-14 <sup>26</sup> 8. 45-15 <sup>28</sup> 7. 75-14 <sup>26</sup> 7. 75-14 <sup>26</sup> 8. 45-15 8. 45-15 8. 45-15 8. 45-15 8. 45-15 8. 45-15 8. 45-15 8. 55-16 G78-14 H78-14 H78-15	24F, 26R 24F, 32R 24F, 32R 24F, 26R <sup>30</sup> 24F, 26R <sup>30</sup> 24F, 26R <sup>30</sup> 24F, 26R 24F, 26R 24F, 26R 24F, 26R 24F, 26R 24F, 26R 24F, 26R 24F, 28R 24F, 28R
	4 Also 4018.	5 Le Sab	re; Custom	, 4172. 6	Le Sabre 4	55; Wildcat,	54.4. 7		; Custom,		Model 4343		

Fr. 41, R. 55.6 22 S/Wagon, 6.3.

45 Custom 5. 45. 46 6 cyl, engine, F78-14.

S/Wagon, 55. 4.
 S/Wagon, 53. 7.
 CS, H70-15.
 Coupe & convertible wheelbase 112; length 200. 6; width 75. 5.
 W/2 seat; W/3 seat 8.55-14.
 Front tread GS400, 59.35.
 69, 3506, Coupe & convertible, 3477, S/Wagon 3872. 25 S/Wagon 209.

<sup>39 /69, 54.1, \$\</sup>seta\_{\text{seart}} \text{ wagon 54.6.} \text{ \text{sol}} \text{ \text{69}, 54.} \text{ \text{80}} \text{ \text{69}, 53.4.} \text{ \text{35}} \text{ \text{69}, 55.6.} \text{ \text{36}} \text{ \text{69}, 53.4.} \text{ \text{35}} \text{ \text{69}, 53.4.} \text{ \text{35}} \text{ \text{69}, 53.5.} \text{ \text{69}, 53.4.} \text{ \text{35}} \text{ \text{69}, 53.6.} \text{ \text{37}} \text{ \text{69}, 53.6.} \text{ \text{30}} \text{ \text{69}, 53.6.} \text{ \text{30}} \text{ \text{69}, 53.6.} \text{ \text{37}} \text{ \text{69}, 53.6.} \text{ \text{38}} \text{ \text{Wildcat 4313, Electra 4501.} \text{ \text{39}} \text{ \text{Electra 54.9.}} \text{ \text{40}} \text{ \text{69}, 53.6.} \text{ \text{41}} \text{ \text{Custom } \text{54.25}; Convertible 54.25.} \text{ \text{43}} \text{ \text{2dr. Convertible 53.85.}} \text{ \text{41}} \text{ \text{Custom } \text{ \text{\$\text{Custom } \text{ \text{\$\text{69}, 53.6.}}} \text{ \text{42}} \text{ \text{Custom } \text{ \text{\$\text{\$\text{69}, 53.6.}}} \text{ \text{42}} \text{ \text{Custom } \text{ \text{\$\text{\$\text{\$\text{69}, 53.6.}}}} \text{ \text{42}} \text{ \text{Custom } \text{ \text{\$\text{\$\text{69}, 53.6.}}} \text{ \text{45}} \text{ \text{Custom } \text{ \text{\$\text{\$\text{\$\text{69}, 53.6.}}}} \text{ \text{45}} \text{ \text{\$\text{\$\text{\$\text{\$\text{69}, 53.6.}}}} \text{ \text{45}} \text{ \text{\$\text

CADILLAC 680-68100 682-683-68400. 690-69700. 69800. Eldorado. 680-68100. 682-68300. 69700. 680-08100. 680-08100. 680-08100. 680-08100. 680-08100. 680-08100. 69700. 69800. 69700. 69800. 69300. 69300. 69300. 69300. 69300.	67 129.5 67 149.8 67 156 68 120 68 123.5 68 129.5 68 149.8 68 156 69-70 129.5 69-70 149.8 69-70 129.5 69-70 120.5 70 120.7 71 130.0 71 126.3 71 157.5 70 127.5 71 157.5 71 157.5 71 157.5	5051 228.8 4785 <sup>23</sup> 225.8 4811 <sup>25</sup> 221.6 5603 <sup>27</sup> 247.3 — 253.5 2F, 26R. 4 70, 28F, 36l	79, 9 56, 7 79, 9 54, 413 79, 9 57, 4 79, 9 53, 3 80, 0 54, 313 — 58, 1 79, 9 56, 7 79, 9 56, 7 79, 9 56, 422 79, 9 55, 5 79, 8 55, 5 79, 8 55, 624 79, 8 57, 8 8 57, 8 8 57, 8 8 57, 8 8 57, 8 8 58, 8 8 57, 8 8 58, 8 8 57, 8 8 58, 8 8 58, 8 8 57, 8 8 58, 8 8 57, 8 8 58, 8 8 57, 8 8	34. 5 60. 1 34. 5 60. 1 34. 5 60. 1 34. 5 60. 1 44. 1 56. 920 35. 2 60 35. 2 60 35. 2 60 35. 2 60 37. 5 58 37.		5.8 9.00-15 25FR 5.5 9.00-15 24FR 5.7 8.20-15 28F, 38R 6.3 8.90-15 24F, 40R 5.419 9.00-15 26FR 9.00-15 25FR 6.6 8.20-15 28FR 6.4 8.20-15 28FR 6.4 8.90-15 24F, 40R <sup>2</sup> 5.4 9.00-15 24F, 40R <sup>2</sup> 5.4 9.00-15 24F, 40R <sup>2</sup> 5.8 9.00-15 24F, 20R 6.4 8.20-15 24F, 20R 6.5 L78-15 24F, 20R 6.3 L78-15 24F, 20R 6.9 L78-15 24F, 20R 5.8 L78-15 24F, 20R 6.9 L78-15 24F, 20R 6.9 L78-15 28F, 36R L78-15 28F, 36R L78-15
CHECKER Taxi, Superba, Marathon, S/Wagon	4 67 6 cm cedan V8 35/	7 '69 8 15-15: '70, 8	25-15: 71. G/8-15.	32.758 46.758 Iarathon 6-cyl. 3268, 8 8 '70, Fr. 34.50, Ro	-cyl. 3378, S/wagon 6-	6.5 7.10-15 <sup>7</sup> 24FR cyl. 3470. 8-cyl. 3580. '71, 204.
CHEVROLET Corvair 10100, 10500, 10700  Chevy II 100, Nova, Nova SS Chevy II S/Wagon Chevy II 11000 Series Chevy Nova  Chevelle 300, 300 Deluxe, Malibu Chevelle Sywagon Chevelle 13000 Series Chevelle 13000 Series Chevelle 13000 Series S/Wagon Chevelle Sywagon Chevelle Sywagon Chevelle Sywagon Chevelle Sywagon Chevelle Malibu 300 Deluxe Chevelle Malibu Coupe Chevelle Malibu Coupe Chevelle Malibu Sedan Concours. Greenbrier, Nomad S/Wagon	67-69 108  1 67, 2600; 69, 2585. 5  67 110 68 111 69-70 111 6 L-6 eng., W/L-4 eng. 26  12 See placard on left door 67 115 67 115 68 116 69 116 70 116 70 116 70 116 71 112.0 71 116.0 71 116.0 71 116.0 71 116.0 71 116.0 71 116.0 71 117 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 71 118.0 72 118.0 73 118.0 74 118.0 75 118.0 76 118.0 77 118.0 78 W/L-6 & 307 V8 enguer 10 Pick-up 7. 35-14; w/390 8. 25-14; w/350 V8 2 sec	25551 183.3 6 6.6.5, 6.9.6.5, 6.9.6 5,	69.7 51.2 9, 56 6. 7 69.7 71.3 55.1 71.3 55.1 70.5 53.7 72.4 5411 Coupe 56.8, 56.3. edan, 3166, coupe, 55.5 53.7 75.5 52.8 75.0 53.7 75.0 53.7 75.4 53.3 313 75.7 54.4 52.9 75.4 53.3 75.4 54.4 75.4 52.9 75.4 53.3 75.4 54.4 11 H.P., 7.75-14. V8, Sports Sedans, omad; all other L-6 adilgate except Conccion tallgate and all	31. 9 50 31. 9 50 31. 9 52. 9 37. 5 47. 6 37. 5 53. 6 37. 5 54. 4 37. 5 54. 4 37. 5 54. 7 37. 8 53. 0 37. 8 47. 7 37. 8 53. 0 8 2-dr. Sport Sedan convertible, El Camir s/wagons 8. 25-14; 30 30 sand Concours Est	ate w/dual action tailg  8 P.R.  12 See place	ee E70-14.  4.7 7.35-147 26FR 4.9 F70 26FR 6.8 7.75-14 22F, 30R 4.8 7.35-14 26F, 28R 5.8 7.75-14 22F, 32R 4.8 7.35-14 12 4.8 7.35-14 12 4.8 E78-1415 12 5.9 G78-1417 12 4.7 E78-1418 12 4.7 E78-1418 12 6.2 G78-1418 12 8.52.8.

MAKE & MODEL	WELD	Wheel-	Approx.	Overall	Max.	Height	OVER	HANG	TRA	ACK	Ground	TIRES	Std. Eqpt.)
MAKE & MODEL	YEAR	base	Curb Weight	Length	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
CHEVROLET continued													
Monte Carlo	70 71 See placard	116 116 on left door.	3600 3594	205.8 206.5	75.6 75.6	52.9° 52.9	41.5 41.7	48.3 48.8	60.3 60.2	59.3 59.3	5.0 4.7	G70-15 <sup>2</sup> G78-15	
Biscayne, Bel Air, Impala, Caprice, Impala SS. Chevrolet S/Wagons. Biscayne, Bel Air, Impala. Chevrolet S/Wagons. Biscayne, Belair, Impala, Caprice. Chevrolet S/Wagon. Biscayne, Belaire, Impala, Caprice. Kingswood, Townsman, Brookwood Biscayne, Belaire, Impala, Caprice 4 door Biscayne, Belair, Impala, Caprice 4 door Belair, Impala, Caprice Coupe Kingswood, Townsman, Brookwood, S/Wagon.	67 67 68 68 69 69 70 70 71 71 71 71	119 119 119 119 119 119 119 119 121 . 5 121 . 5	3510 4105 3580 4090 3855 4300 3888 4333 4006 4024 4582 brakes, 8.	213.1 213.2 214.8 214.6 214.7 213.9 216.7 216.8 216.8 223.2 24.7 70–15, 22F,	79.6 79.6 79.6 79.6 79.6 79.8 79.8 79.5 79.5 79.5 79.5	55. 4 57. 517 55. 4 56. 7 54. 220 56. 7 55. 5 56. 2 54. 1 53. 5 57. 1 767. 24F. 28	34.9 34.9 36.4 36.4 37.3 37.3 37.4 37.3 39.8 39.8 39.8	59. 2 59. 4 59. 3 58. 5 59. 6 60. 4 59. 6 60. 4 55. 5 58. 4 seat, 56. 6.	62.5 63.5 62.5 63.5 62.5 63.5 63.4 63.5 64.1 64.1	62.4 63.4 62.4 63.4 63.4 63.3 63.4 64.0 64.0	5.7 7.28 5.9 6.5 5.5 6.2 6.4 6.2 6.4	8.25-14	22F, 32R <sup>4</sup> 24F, 28R 22F, 32R <sup>1</sup> 22 22 22 22 22 22 22
	Townsman 8.85-14 or s/wagon; 35	kes, 34R. 2 seat wagon 8.55–14–8 P. 0 V8 w/4 bb	<sup>20</sup> Sport 8 8.55–14; R. <sup>22</sup> S	& Custom C 6 cyl. eng. ( ee placard	Coupe, Sport Fownsman 3 on left door	Sedan 54.5 seat wagon of vehicle.	8.85-14; A	ll V8 Town	sman 3 sea l L-6 & 350	t wagon, a	Il Kingswoo	ngines Brod d & Estate cayne & B	Wagons
	69 70 71 Super Sport SS models I	108.1 108 108 108 , D70-14. 770-14; Specinodels); SS F	2908 2950 3050 3320 2 D70-14 al Perform 70-14, Z28	ance option	72.6 72.3 74.4 74.4 8 '68, 50.8 1 30LV-8, Edl w/4 wheel	70-15. 6	36.6 37.1 37.1 38.1 Super Sport, See placard (exc. Z28 m	on left doo	r of vehicle	7 All	5.5 5.1 4.5 pecial Perfor with 4 whee	7.35–141,4 E78–145 E78–147 E78–147 mance opt	6 6 6
	71	98 98 98 98 3291, Ht. 69.	3145 3145 3220 <sup>1</sup> 3292 2 '70,	175.1 182.5 182.5 182.5 Fr. 58.7, R	69.2 68.9 69.21 69.0	49.4 48 47.8 47.8	31.9 40.2 40.6 40.6	45.2 43.9 43.9 43.9	57.6 56.8 58.3 <sup>2</sup> 58.7	58.3 57.6 592 59.4	4.8 4.9 4.9 4.8	7.75-15 F70-15 F70-15 F70-15	24FR 24FR 24FR 24FR
V <sub>ega</sub>	71	97	2202	169.7	65.4	50	31.5	41.2	55.1	54.1	4.5	A70/78-1	3 —
17 22	67-68 67-68 67-68 69 70 71 '68, 4075.	124 124 124 124 124 12419 12419 2 *68, 4120. er 4390. 18 8–15, 24FR.	'70, CE:	4245. 4 CL 4255, C	78.7 78.7 78.7 79.1 79.1 79.1 79.1 68, 221.7 M 4410, CH		36. 2 <sup>10</sup> 38. 6 <sup>10</sup> 38. 6 <sup>10</sup> 41 41 41 40. 7 on, 57. 4.		62 62 62 62.1 62.1 62.1 62.1 nt 36.1, res 70, s/wagor		6.2 6.6 6.6 6.2 5.2 5.6 5.9 I 16 Newport 21 S/wagon	Custom 4	26FR <sup>22,23</sup>
CITROEN ID 197, DS 19A, DS 21, DS 20	67-69 Adjustable	123 up to 11.5 in.	28555 (hydropn	190.5 eumatic sus	70.5 pension).	586 2 Metric si	40 ize. <sup>5</sup> ID	26 19, 2667.	59.1 6 In rui	51.2 nning posi	6.51 tion. 7'6		27F, 24R D special.

DATSUN-NISSAN Datsun 1000. Datsun 1200 Coupe. Datsun 1300 Magon. Datsun 1300 Wagon. Datsun 1600 Wagon. Datsun 1600 Wagon. Datsun 1600, 2000 Sports. Datsun 2402 Sports.	70-71 67 67 68-71 68-71 67-70	90.6 90.6 93.7 93.7 95.3 95.3 89.8	1422 1466 1532 1951 2116 2006 <sup>2</sup> 2127 2084 <sup>3</sup> 2300 1995.	150. 4 152. 6 152. 2 157. 3 157. 3 162. 2 163. 2 155. 7 162. 8 \$ 1600 SP; 20	56.9 58.9 59.7 58.7 58.7 61.4 61.4 58.9 64.1	53.0 54.7 53.2 56.3 56.3 55.1 56.5 52.2 50.5	24.6 24.6 24.6 23.8 27.2 27.2 24.4 34.0	35.2 37.4 37.0 37.3 37.3 39.7 40.7 34.8 38.1	46.9 48.8 48.8 47.5 50.0 50.2 50.2 53.3	46.6 49.0 49.0 47.2 47.2 50.0 49.6 47.2 53.0	6.3 6.7 6.7 6.9 6.9 8.5 7.4 5.5 6.3	5.50-12 17FR 6.00-12 17FR 6.00-13 17FR 5.60-13 22FR 5.60-13 22FR 5.60-13 23F, 26R 5.60-13 23F, 26R 5.60-14 22FR 175SR-14 28FR
	68-70 69-70 69 69 70 70 71 71 71 71 71 71 71 71 71 71 71 71 71	111 117 117 117 117 112 117 110 117 110 117 118 118 118 119 110 111 108 195 2 '70, 39.7 F 8 (49.9 6'7) WL, Super Bee R; S/Wagon G 2 (26FR; '69.3 3.4 4.8 5 WP)	70, D78-14 WM, 440 178-14, 22 51.2. 2 2FR.	191.3 196.2 192.5 160.6 3 '70, 63. 4, 30FR; 340 0 WH, 300 W F, 32R. 10 9 V8, 700-13; 81 '68. 5.7. 2, 5.7 clearan	Eng. E70- P, R/T W '70, Coron '69, 225, 2 32 '68, 5. ce. 36 V	14, 28FR S; Charger. net; Charge 273, 318, C. 5. 33 EV VM, WS, m	<sup>7</sup> 383, 34 500XP, RT r 3625. <sup>1</sup> I.D., 7, 00-1	0, 440 F70 "XS. 9 <sup>1</sup> Monoco, 13 28FR; '7 26FR; '70, <sup>87</sup> WL	-14 25F 28l '70, 225 En 4170. 12 70, D78-14, all, H78-15	R; 426, F60 ng.; 318-383 S/Wagon, 30FR, LH 5, 26FR.	5. 1 <sup>35</sup> 5. 1 <sup>35</sup> 4. 7 <sup>38</sup> 4. 9 5. 2 5. 3 er 340, L -15, 28F G78-14, 2235. w/340 er	8 . 25-14 28F , 30R 6 . 50-13 <sup>12</sup> 30FR <sup>30</sup> 6 . 95-14 <sup>27</sup> 28F , 30R 7 . 35-14 28F , 30R 6 . 25-15 30FR 6 . 25-15 30FR 7 . 35-14 <sup>28</sup> 25F , 30R F . 7.5-14 26FR . 278-14 26FR . 278-14 26FR . 278-14 20FR . 278-14 20F
FIAT 850 Sedan 850 Coupe 850 Convertible, Racer <sup>2</sup> 1500 Sedan 124 Sedan 124 Station Wagon 124 Convertible Spyder 128	67-71 67-71 67-68 67-71 67-71 68-71 71	79.8 79.8 95.27 95.5 95.5 95.27 89.76	1477 1609 1620 2116 2072 2006 2116 2030 1850 1. equivale	140.75 142.05 148.90 158.66 159 162 156.34 152 nt. 2 '70 o	56.1 59.05 58.98 60.83 64 64 68.72 63.50 62.5	54.53 51.18 48.03 55.90 56 56 52.76 49.21 55.9	20 27.6 35.9 24.21 23.25 23.25 23.25 28.54 29.80	32 34.64 33.15 39.17 40.25 40.25 39.92 36.77 31.3	45.1 45.6 45.6 51 52.25 52.25 55.39 52.99 51.5	47.7 47.7 47.7 50 51 51 54.15 51.81 51.7	5.3 4.8 4.72 4.72 4.72 4.92	145 SR 131 20F, 28R 155 SR 131 20F, 26R 155 SR 131 20F, 26R 5.60-13 21.3F, 24.9R 155 SR 131 24F, 28R 165 SR 131 23F, 32R 165 SR 131 23F, 26R 165 SR 131 26FR 145 SR 131 26FR
FORD Falcon Sedans, Hardtops. Falcon S/Wagons. Falcon S/Wagon. Falcon S/Wagons.	67-68 69 70 7 All '67 excep 11 '68, 2831.	113.0	8.8.	188.8 198.7 '67 sport cour '68, 6.95–14	73.5 74.7 73.2 73.2 pe, 7.35–1	55.0 55.8 <sup>15,17</sup> 54.9 56.1 4. 8*67,58	29.3 29.3 29.3 8.4. 9 '70, 5 5 '68, 56.2.	42.8 51.2 51.2 58.5, 10 °6	58 <sup>12</sup> 58 <sup>8</sup> , <sup>9</sup> 58.1 58.8 57-'69, 24F, 22F, 32R.	58.19 589,17 58.5 58.5 28R. 17 *69, 28	5.6	6.50–137, <sup>13</sup> 26FR 7.75–14 26FR <sup>10</sup> , <sup>16</sup> 7.75–14 22F, 32R 7.75–14 24F, 32R 58.5.

DATSHN\_NISSAN

1972 Canadian Service Data Book

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ENERAL

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PUNCTURE . . . remove puncturing object (if still in tire). Air tire to 30 pounds. Dip probe in cement, insert into injury and work up and down to lubricate injury.



### CAMEL PERMA STRIP PATCH



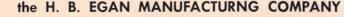
STEP 2 - GRASP . each end of patch. STRETCH AND ROLL CENTER OF PATCH INTO EYE OF NEEDLE. Remove potective covering from both sides of patch, being careful not to touch rubber.



STEP 3 - DIP PERMA STRIP PATCH . . . into cement, coating all sur-



### THE ONLY OUTSIDE REPAIR THAT FLOWS, SEALS, VULCANIZES AND BECOMES A PERMANENT PART OF THE TIRE



22 CANMOTOR AVE., TORONTO, CANADA

PATCH . . . slowly and

steadily into injury, up to handle. Turn needle 1/4 and remove.



STRETCHING . . . cut 1/8" from tread. Tire is ready to inflate.

MAKE & MODEL	YEAR	Wheel-	Approx.	Overall	Max.	Height	OVER	HANG	TRA	ACK	Ground	TIRES (	Std. Eqpt.)
WAKE & WODEL	TEAR	base	Weight	Length	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
JAGUAR 3.4, 3.8 litre Mk II	67	107.375	3080	180.75	66.75	57.5	32.7	40.7	555	53.375	7	6.40-15	
XK "E" type coupe and convertible	67	96 120	2576 <sup>7</sup> 4074	175.3 202	65.25 76	48.1258 54.5	36.25 31.4	43.125	50 58	50 58	5.5		23F. 25R <sup>11</sup> 25F. 30R <sup>10</sup>
3.8 litre S-type	67-68 67-71	107.4	3440 2744	187.8 184.4	66.75 65.25	54.5 50.13	32 36,25	48.5 43.13	55.25 50	54.25 <sup>2</sup> 50	7 5.5	6.00-156	28F, 25R <sup>6</sup> 23F, 25R <sup>11</sup>
340 XJ6	68	108	3080 3444	180.75 189.5	66.75 69.6	57.5 52.8	32.7 28.5	40.7	55 58	53.37 58.6	7 6	6.40-15	
	Wire wheel	s 52.875.	4 Or 6.70-		c wheels: w	ire wheels, 5	5.5 & 54.12	25 66.			1) 185–15, 3		Conv. 2520
KAISER-JEEP CJ-5 & CJ-5A Universal Jeep 4WD							11 185-15,3						
C.I-6 & C.I-6A Universal Ieep 4WD	67-71 67-71	81 101	2274 2336	135.5 155.5	71.75 71.75	69.5 68.25	22.5 22.5	32 32	48.5 48.5	48.5 48.5	8		26F, 28R 26F, 28R
J200, J300, J2000, J3000 Gladiator 66 Wagoneer & Panel Del. 2 WD & 4 WD	67-71	120 <sup>1</sup> 110	3350 <sup>1</sup> 3700	193.36 <sup>1</sup> 183.6	78.9 75.6	70 649	28.5 <sup>10</sup> 28.7	4510 45	63.5 57	63.75 57	8.75 7.7°	7.60-15 <sup>2</sup> 6.70-15 <sup>9</sup>	
DJ-5 & DJ-6 Dispatcher	67-71	812	19358 2784	136.18 <sup>8</sup> 168.4	71.75 65.2	68.36 64	22.5 23	30 44.4	48.44	48.44	7.5	6.85-15 7.35-14	
J2000 Gladiator	71	120 .; curb weigh	3243	188.5	78.9	69.5	28.5	40	63.5	63.8	7.9	8.55-15	24FK
	4 WD, 64.	2; clearance 7	.9; tires 7	.75-15.	10 J300 mod	<sup>2</sup> J200; J300 els, 38.5(F)	, 7.00-16. , 51(R).	11 CJ-5A &	01, 2336, 1 6A, 8.15-				
LAND ROVER 88 S/Wagon (incl. Diesel)		88 109	3228 3745	142.375 175	64 64	77.5 81	24 24	36 48	51.5 51.5	51.5 51.5	8 9.75	6.00-16 7.50-16	
INCOLN-CONTINENTAL													
Sedan, Convertible		126 117.2	5256 5003	220.9 216.1	79.7 79.4	55 52.9	44.2	54.7	62.11	61 62.0	5.5	9.15-15	24FR 25F, 24R
Lincoln Mk. III. Lincoln-Continental	70-71	127	5072	228.82	81.23	55	-		64.3	64.3	-	9.15-15	24FR
MAZDA					(4.00	54.00	20.15						
5004 Sedan, Estate, 1800 Sedan	69-71 69-71	98.5 89.0	2301 <sup>1</sup> 1609	172.0 169.5	64.25 49.3	56.3 <sup>2</sup> 54.75	29.15 22.22	42.0 36.41	52.4 47.3	52.0 46.9	7.09 <sup>3</sup> 6.30	6.45-14-4	
200 Estate		89.0 89.0	1587 1819	145.5 150.7	49.3 49.3	55.35 53.0	22.22 23.42	32.7 36.6	47.3 47.3	46.9 46.9		6.15-13-4 145SR 14	17F, 20R
516 Sedan Coupe	71	97 ; 1500 Sedan	2625 2282 Feb	163	62	56 Estate, 57.15	25	39	51	50	6 ssure 26F 28	6.15-13	
MERCEDES-BENZ 200, 200D	67	106.3	28115	186.2	70.7	58.9							
220SE Coupe, Conv	67-68	108.3	3300	192.1	72.6	55.9	28.7 32.1	51.2 51.8	58.4 58.4	58.5 58.5		700-13 7.50-13	22F, 27R 23F, 26R
30	67-68	106.3 108.3	2877 2676	186.2 191.9	70.7 70.7	58.9 59.1	28.7 32.5	51.2 51.2	58.4 58.4	58.5 58.5	7.5	7.00-13 7.25-13	23F, 26R 23F, 26R
30SL	67–68 67–68	94.5 108.3	2855 3200	168.7 192.9	69.3 71.3	52.6 56.7	30.9 32.9	43.3 51.8	58 58.4	58.5 58.5	7_	185-14	23F, 30R 23F, 27R
50SE Coupe, Conv	67-68 67	108.3	3300 3439	192.1	72.6	55.9	32.1	51.8	58.4	58.5	_	7.35-14	23F, 27R
00SE Coupe, Conv	67	108.3	3700	192.9 192.9	71.3 72.6	56.7 54.9	32.9 32.1	51.8 51.8	58.4 58.4	58.5 58.7	=	7.35-14 7.50-13	24F, 27R 23F, 30R
00SEL	67–69 67–69	112.2 126 <sup>8</sup>	3615 <sup>14</sup> 5445 <sup>8</sup>	196.9 218.1	71.3 76.8	55.7 58.5	32.9 35.2	51.8 56.9	58.4 62.5	58.7 62.2	11	195-14 <sup>12</sup> 900-15.	24F, 27R <sup>13</sup> 29F, 33R <sup>10</sup>
80S	68	108.3	3220 3050	193.0 192.2	71.3	56.7 52.0	_	=	58.4 58.4	58.5 58.5	5.7	7.35-14 185-14	22F, 26R 26F, 32R
220/8, D/8, 230/8, 250/8	69-70	108.3	28907	184.5	69.7	56.717	30.7	45.5	56.8	56.7	7.516 6	5.95-17518	24F. 28R19
280/S8, SE8	69–70	108.27	32208	192.9	71.6	56.7	32.87	51.77	58.35	58.46	6.8	15	24F, 28R <sup>20</sup>

280SL/8 280SE Coupe, Conv 600. 280SE C/C 300SEL/8, 6.3 Ltr.	69 1 69-70 1 70 1 70 1 *Pullman, WB 250 3000, 2500 7, 35/185H-14 '69, 280SL8, 1	85HR-14; '69, 600,	280SE/8, 32: 9, 195VR-14, 9, 00H-15, 7R. 21 '70,	70. ° '69. 40F, 42R. 16 '70, 6.8 6.3. 22	7, Convertib 14 '69, S 3, 17 '70, 170, 185HR	le c/wt. 3495 SEL8, 3570, S 250C, 54, 9	6, Ht. 56.5. SEL6.3, 38 <sup>o</sup> 18 '70, 18 R. 23 '7	10 '69, 90, 15 '0 D/8, 6.95/ 0, 7.35/18	30F, 33R. 69-'70, 280/ /175-14, /81	11 '69, 6 (S8, SE8, S 175S, 250 1 Ltr. 195V	E, 7.35/185H-14; 75H. R type 70-14.
MERCURY Comet. Comet S/Wagon. Comet.	67	116 2970 113 3365 109.9 2684	203.5 199.9 188.6	73.8 73.8 70.7	55 56.2 53.0	Ξ	Ξ	58.5 58.4 56.5	58.2 58.1 56.5	5.9 5.9	7.35-14 <sup>6</sup> 26FR 7.75-14 24F, 28R 6.45-14 24FR
Cyclone, Montego. Montego S/Wagon Montego MX	. 68–69 1 . 68–69 1 . 70 1	116.0 — 13.0 — 117 —	206.1 <sup>2</sup> 203.9 <sup>3</sup> 209.9 209.9	76.0 76.0 77.3 77.3	55.21 56.01 53.2 53.3	=	Ξ	58.8 58.8 60.6 60.5	58.13 59.88 60.3 60.0	Ξ	7.75–14 24F, 26R 7.75–14 22F, 32R F78–14 24F, 26R E78–14 24F, 26R
Cougar	67 . 68–69 . 70	4.7; Cyclone model 111 3119 111.0 3230 <sup>10</sup> 111.1 3421 121.1 —	s, 53.7; '69. 5 190.3 190.3 <sup>10</sup> 193.0 196.9	71.2 71.3 <sup>10</sup> 74.2 75.1	51.8 51.7 <sup>10</sup> 51.3 52.2	back, 203.9;	'69, 206.2. 	58.1 58.5 58.5 61.5	58.5 58.5 58.5 60.0	5.3	7.35-14 26FR E70-14 25FR E70-14 25FR E78-14 24F, 26R
Cougar. Meteor S/Wagon. Meteor Sedan, S/Wagon Meteor Sedan, S/Wagon Meteor Sedan, S/Wagon Meteor Meteor.	67 67 68 69 70 71 4 S/W, 119	123 3729 119 4094 123.04 3864 <sup>5</sup> 12411 4136 <sup>11</sup> 124 3856 121 8S/W, 4151.	218.5 213.5 220.16 224.311 221.8 220.4 S/W, 215.4.	78.2 77.9 77.9 79.2 79.8 79.4 7 S/W,	56.1 56.9 56.1 <sup>7</sup> 53.8 <sup>11</sup> 55.2 53.8 <sup>7</sup>		- - 62 - 5. • S/V	62 62 62.0 63 63 63.3 W, 24F, 28	62 62 62.0 64 64 64.3	5.9 5.9 5.9 5.9 - 9, 3441, 193	8.15–15 26FR 8.45–15 24F, 28R 7.75–15* 26FR* 7.75–15* 26FR* F78–15 24F, 26R F/H78–15 24F, 26R <sup>12</sup> 3.8, 74.2, 51.3.
Mercury S./Wagon Mercury Sedan, S/Wagon Mercury Sedan, S/Wagon Mercury Marauder Mercury Marauder Mercury Mercury Mercury Mercury	. 67 . 67 . 68 . 69 . 69 . 70	123 4162 119 4478 123. <sup>5</sup> 4272 <sup>6</sup> 124 4104 <sup>9</sup> 121 — 124 3856	218.5 218.5 218.5 220.1 224.39 219.1 219.1 224.7 24F, 28R.	78.2 78.2 77.9 79.2 79.6 79.6 79.3	56.1 56.9 56.0 53.89 54.2 54.2 53.9			62 62 62.0 63 63 63 63.3	62 62 62.0 64 64 64 64.3	5.9 5.8 5.8 ————	8.15-15 26FR 8.45-15 24F, 28R 7.75-15 26FR <sup>8</sup> 7.75-15 26FR 7.75-15 26FR F78-15 24F, 26R G78-15 24F, 26R
MG Midget. III. MGB 1800. MGB GT, II.	. 67–68 . 67–71 1 '68, 1920,	80.0 1456 <sup>2</sup> 91 2030 <sup>1</sup> 91 2190 <sup>4</sup> <sup>2</sup> Midget III, 1510. 3155–14SP; GT 165	136.25 153.19 153.2 * '70-'71,	53.0 59.94 59.94 145–13SP, –'71, 21F,	49.75 49.38 49.75 <sup>7</sup> 22F, 24R. 24R.	_ _ 4 '70-'71, I	_ _ MGB 1920.	45.75 49.0 498 7 '70-	44.75 49.25 49.25 '71, MGB 4	5.0 5 93%, GT 49	5.20-13* 18F, 20R* 5.60-14* 17F, 20R 5.60-14* 24FR** 9½. 8*70-71, 49.25.
OLDSMOBILE Toronado F-85 Coupe & Sedan. F-85 Std. S/Wagon. F-85 Vista Cruiser. F-85 442. 88 98. F-85 Coupe.	67 67 67 67 67 67	119 4496 115 3262 115 3291 120 3836 115 3667 123 4072 126 4222 112 32644	211 203.2 203.2 209 204.2 217 223 201.6	78.5 76 75.8 76 76 80 80 76.6	52.8 54.5 55.4 58.3 53.6 55.5 55.8 53.5	43.6 35.8 35.8 35.8 35.8 39.5 39.5	48.5 53.4 53.48 58.7 53.4 54.5 57.5 48.6	63.5 58 58 58 58 62.5 62.5	63 59 59 59 59 63 63 59	5 5.5 5.5 <sup>12</sup> 6.2 5.5 5.9 5.9 5.32	8 85-15 24F, 22R 7.75-14 24FR 7.75-14 24F, 30R 8.25-14 24F, 30R 7.75-14 26FR 8.55-14 24FR 8.85-14 24FR 7.75-1415 24FR

MAKE a MODEL		Wheel-	Approx. Curb Weight	Overall	Max.	Height	OVER	HANG	TR	ACK	Ground	TIRES	(Std. Eqpt.
MAKE & MODEL	YEAR	base		Length	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
OLDSMOBILE continued													
7-85 Sedan	. 68	116	3291	205.6	75.9	53.5	41.0	48.6	59	59	5.32	7 75 14	24ED
4800 Vista- Cruiser	. 68	121	4112	217.5	75.9	56.8	40.96	40.0	59	59		7.75-14	
tation Wagons Standard	. 00										6.2		24F, 32R
5400 D 1 M . 90 244 24400 C	. 68	116	3597	212.5	75.9	54.6	41.0	54.00	59	59	5.32		24F, 32R
5400 Del Mont 88, 364-36600 Series	. 68	123	416616	217.8	79.3	55.5	39.98	54.82	62.5	63	6.25		24FR
84-38600 Series	. 68	126	4449	223.7	79.7	55.8	39.98	57.47	62.5	63	6.48	8.85-14	24FR
9400 Toronado	. 68	119	4472	211 4	76.4	52.8	43.9	48.7	63.5	63	4.98		24F, 22R
-85 Coupes, 442	. 69	112	343717	201.9	76.2	52.8	41	48.9	59	59	5.5	7.75-1415	25FR18
-85 Sedan	. 69	116	3300	205.9	76.8	53.5	41	48.9	59	59	5.5	7.75-14	25FR
4800 Vista Cruiser	. 69	121	4098	217.5	77.2	58.6	41.1	55.5	59	59	5.5	8 55-14	22F, 30R2
7-85 S/Wagon	. 69	116	3900	212.6	76.8	55.2	41.1	55.5	59	59	6.4		25F, 32R
5400 Delta 88	69	124	4209	218.6	79.9	55.5	40.3	54.3	62.5	63	6.2		25FR
6400, 36600 Series	69	124	4314	218.6	79.9	55.5	40.3	54.3	62.5	63	6.2		25FR
84-38600 Series	69	127	4436	224.4	80.0	55.8	40.2	57.2	62.5	63	5.1		25FR
9400 Toronado	69	119	4481	214.8	78.8	52.8	43.9	51 9	63.5	63	4.98		25F. 23R
85, Cutlass, S, Supreme, 4-4-2	70	116	340121	207.2	76.222	52.822	41.7	49.5	59	59	4.5		
Cutlass S/Wagon	70	116	3956	213.2	77.2	55.2		55.6	59			670-1420	23F, 24R <sup>2</sup>
Contract Con	70						41.6			59	5.2	G78-14	22F, 32R
Vista Cruiser	. 70	121	4062	218.2	77.2	58.6	41.6	55.6	59	59	6.2	H78-14	22F, 32R
54-364-3660 Delta 88	. 70	124	412025	219.1	79.9	54.7	41.0	55.1	62.5	63	5.9	H78-15	23F, 24R
84-38600 Ninety-Eight.	70	127	4397	225.2	80.0	54.8	41.0	58.3	62.5	63	5.7	J78-15	23F, 24R
9400 Toronado	70	119	4459	214.3	78.8	52.8	43.4	51.9	63.5	63	4.5	178-15	27F, 23R
3-34000 Series Coupe	71	112	3561	203.6	76.8	52.9	42.1	49.5	59.7	59.0	4.5	F78-1426	26F, 28R
3-34000 Series 4-door Sedan	71	116	3598	207.6	76.8	53.5	42.1	49.5	59.7	59.0	4.5	F78-14	26F, 28R
4800 Series Vista Cruiser	71	121	4293	218.3	76.8	58.5	41.8	55.5	59.7	59.0	6.2		24F, 32R
3000 S/Wagon	71	116	4054	213.3	76.8	54.4	41.8	55.5	59.7	59.0	5.2		24F. 32R
5-36000 Series Delta 88	71	124	4198	220.2	79.5	53.6	40.2	58.9	64.1	64.0	5.9		24F. 28R
6000 Series S/Wagon	71	127.0	4888	225.3	79.5	57.2	40.2	58.0	63.8	63.7	5.9	L78-15	24F. 32R
8000 Series Ninety Eight.	71	127	4543	226.1	79.0	54.6	40.2	58.9	64.1	64.0	5.7	J78-15	24F. 28R
9000 Series Toronado	71	122.3	4577	219 9	79.8	54.7	43.7	54.2	63.5	63.3	4.8	178-15	28F, 25R
ooo beries Toronado	8 4D25	overhang 53.			D2S, 5.7; 4E		14 4-4-2, 36		-4-2, F70-1		4.0	110-17	20F, 25K
	16 364, 4111.		oupes, 4-4-	2 2760	18 E 95 C	pes, 4-4-2, 20	4-4-2, 30	00.	-4-2, F/U-1	4, ZOFR.	255 220		
	21 270 1705 6	Supreme; "S"	2452 4 4 1	2712 C	2469 Cou			z seat with	out dual ac	ting tailgal	e, 25F, 32R		TD.
	25 170 00 00	oupreme; 5	0 00 0	3/13, Cuti		22 '70 Cutla	ass w. 70.0,	Ht. 33.3.	25 70, 1	785 L-6 F78	5. 24 70,	4-4-25 24F	R.
DEL	70, 88; 88	Custom 412	u, oo Koyal	e 4130.	26 4-4-2 G70	-14.							
PEL		05 =	0110					1.00					
T 77 Model	71	95.7	2112	161.9	62.2	48.2	36.5	29.7	49.4	50.6	5.1	165–13	19F, 23R
EUGEOT													
04 Sedan	67-69	104.83	2293	175.19	63.78	57.08	29.13	41.73	52.95	50.39	5.9	165-380	21F. 23R4
04 S/Wagon	67-69	111.81	2425	183.9	63.97	58.81	28.89	39 68	52.95	51.18	5.9	165-380	21F, 30R4
04 Sedan, S/Wagon	67-69	102.15	1807	157	61	55	24.04	30.51	51.96	49.6	5.5	135-3808	
04 Coupe	67-69	90 74	1847	147.04	61.42	51.96	24.04	31.88	51.96	49.6	5.5	145-380	235 270
04 Sedan	70	102.15	1940	157.08	61.42	55.11	24.40	30.51	51.96	49.60	5.51		
A S/Wagan	70	102.15				55.11						145-14R	21F, 25R
04 S/Wagon	70		2061	156.28	61.42		24.40	29.92	51.96	49.60	5.51	145-14R	21F, 28R
04 Sedan	70	102.15	2017	162.99	61.90	55.51	25.19	35.62	51.96	49.60	4.72		21F, 28R
04 Sedan	70	104.33	2358	175.19	63.78	57.08	28.74	41.73	52.95	50.39	5.90		20F, 23R
04 S/Wagon	70	111.81	2535	180.39	63.97	58.81	28.89	39.68	52.95	51.18	5.90	165-15R	21F, 31R
J4 Sedan	70	117.87	2645	176.77	66.54	57.48	28.35	40.55	56.05	<u> </u>	6.30	175-14R	21F, 25R
	3 S/Wagon 1	45-380.	Michelin >	; Michelin	Standard, 2	3F, 35R.							
	,												
LYMOUTH		116	3200	200.5	75.5	53 7	31.4	53 1	50 5	58 5	62	6 05 14	28E 30D
	67	116 116	3200 3380	200.5	75.5 75.5	53.7 54.4	31.4	53.1 53.1	59.5 59.5	58.5 58.5	6.2	6.95-14 7.35-14	

Fury I, II, III.  Belvedere. Fury EPI, EP2, PE, PL, PM, PH. Belvedere ER1, ER2. Belvedere RL, RM, RH, RP, RS. Fury Satelite RM, RS. Satelite RM, RS. Satelite S, Wagon RL, RH, RP. For Cricket see Sunbeam	68 116 69-70 120 <sup>28</sup> 69 116 70 116 71 120 <sup>25</sup> 71 115 71 117 71 117 1 70, 215.3. 2 70, all 5 6 6 9 V8 6 4 70, all 5	7 W/225 engi 59.2. 25 S/Wagon	7 76.4 53 7 76.4 54 7 76.4 54 7 76.4 54 7 76.4 55 2 79.1 53 6 78.6 53 7 79.2 56 6/Wagon, 121. 4'7	7 33.6 8 35.22 33.7 34.3 7 36 39.3 5 35.3 4 35.3 0,62.0. *5'70, F78 4. 28FR; w/440, 426	F70-14, 30FR; s/w	62.0 7 61.6 4.8 63.4 4.8 : H70-15, 26FR: S/	8. 25–14 28F, 30R 6. 95–14 30FR 7. 75–155 30FR 7. 35–14 32FR E78–14 28FR (H/178–15°9 32FR°0 F/G70–14 28FR E/F78–14 28FR E/F78–14 28FR Wagon J78–15 22F 32R
PONTIAC 753-76800 Series 753-76600 Series S/Wagons. 75000 Series 75000 Series 75000-76000 S/Wagons. 75000-76000 S/Wagons. 75-76000, 25200 75000, 252-26200 S/Wagon.	67 119 68 119 69 119 70 — 70 119 71 123.5 71 127 1 Disc brakes, 8, 15–15, 20 Sport Coupe, 3835; C	Conv. 4050, S/Wagon Sedan 62.5. 25 S Sengines Safari Delux oor of vehicle. 29	4 79.5 57 5 79.8 55 521 79.6 54 9 79.8 55. 9 79.8 56 9 78.8 55. 45-15: 22F. 34R. 4260. 21 S/Wagor iedan 62.4. 28 S/W.	5 39.4 8 38.9 322 41.4 5 41.4 .2 41.4 .2 41.4 .5 40.7 19 S/Wagon, 4116; 8, 220.5. 22 Sedan agon 6.5. 27 Con'fari Estate & Safari C	55.4, S/Wagon 60. vertible 8.55–14, 2 Sustam wagons, 8.8	seat wagon 8.55–14. 35–14 or 8.55–8P.R. 1. Strato Chief & La	urentian or G78-15:
Executive, Bonneville. Catalina, Grand Prix Catalina, Executive, Bonneville S/Wagons Catalina 25200 Series. Grand Prix 26000 Series. Executive 25600 Series. Bonneville, Brougham Catalina, Executive, Bonneville S/Wagons. Firebird. Firebird. Catalina 25200 Series. Bonneville 26200 Series. Station Wagon. Grand Prix 27600 Series. Firebird. Catalina. Executive. Bonneville. Firebird. Catalina. Executive. Bonneville. Bonneville. Firebird. Bonneville. Firebird. Bonneville.	67 124 67 121 68 121 68 121 68 124 68 124 68 121 67 108 68 122 69 125 69 125 69 125 69 108 1 70 122 70 125 70 125 70 125 70 125 70 71 10 Exec. 79 9; B'ville, 20 25600, 26200 series 5	4225 222.6 4100 215.6 4459 218.4 3912 216.5 4106 216.5 4106 223.5 4208 223.5 4396 217.4 3089 188.4 3089 188.4 4144 227.5 4244 223.5 463825 220.5 388528 210.2 3218 191.4 4167 217.5 4266 223.9 4358 224.6 3271 191.6 400 223.6 79.1. 18 V8, F70- 9.6. 21 Bonnevillormula 400 or Trans-	79.5 55 79.5 55 4 79.4 56 6 79.8 54 79.8 54 79.8 55 8 79.8 55 8 79.8 55 8 79.8 55 8 79.8 55 6 79.8 55 6 79.8 54 79.8 54 79.8 54 79.8 55 79.8 56 79.8 56	3 38.4 8 38.6 0 38.5 8 38.6 8 38.6 8 38.6 9 38.6 6 40.3 319 39.4 319 39.4 319 39.4 0 39.4 10 40.1 0 40.1 0 40.1 4 40.3 2 W/6 cyl. 1 bbl. 2 4 6 cyl., w/V8,	, all except 6 cyl. 1 , 26FR. 25 '70, 40	bbl. E70–14. 23 6 648. 26 70, F. 40	5 cyl., Firebird or -1 R. 58.8. 27 '70, 5.0.
233, 235 Series S/Wagon Tempest Tempest S/Wagon Tempest 233, 235, 23700 Series GTO	67 115 67 115 69 112 <sup>17</sup>	3499 204 4 3350 <sup>15</sup> 206 0 3526 <sup>15</sup> 203 2 3379 205 3 3672 201 2	6 74.4 <sup>18</sup> 55 4 74.4 54 2 75.8 52	35.8 .4 35.8 .1 <sup>18</sup> 40.1	54 <sup>10</sup> 58 55,8 58 52,6 58 49,4 61 49,5 61	586 6.2 59 6 59 6 60 5.5 60 5.5	7.45-14 <sup>12</sup> 24F, 26R <sup>12</sup> 7.75-14 <sup>14</sup> 24F, 32R <sup>16</sup> 7.75-14 24F, 32R 7.75-14 <sup>20</sup> 24F, 28R G78-14 24F, 28R

	Property and		Approx.	Overall	Max.	Height	OVER	HANG	TRA	ACK	Ground	TIRES	(Std. Eqpt.)
MAKE & MODEL	YEAR	Wheel- base	Curb Weight	Length	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
	71 70 70 70–71 71 71 18 237, 242 se 18 2-door cou	116 111 112 <sup>23</sup> 116 112 116 112 116 112 116 112 2 door; w/8 cy	4 door sec	211 194.5 202.525 210.6 202.9 210.9 202.8 206.8 ies, F70-14. dan & hardt	op 52.6, com	vertible 52.	39.8 32.9 41.2 41.2 41.6 41.2 41.2 41.2 41.2 41.2 116, wt. 33	r hardtop	61 59 61 61 61 61 61 68, 28R. coupe conv 6.5.	60 58.9 60 60 60 60 60 60 17 Coupe ertible 52.	4.4 4.0 5.0 4.0 8 Conv. 4	E78-14 F78-14 <sup>21</sup> G/H78-14 G70-14 H78-14 E/F78-14 door mod	24F, 32R 24F, 26R 24F, 28R 24F, 28R 24F, 32R 24F, 32R 26F, 28R 26F, 28R 26F, 28R 26F, 28R 26F, 28R
Porsche 911. Porsche 912. Porsche 911S. Porsche 911F, 911L. Porsche 912, 911T, E, S. Porsche 911T. Porsche 911E. Porsche 911S.	67-68 67-68 68 69 70-71 70-71 70-71 1 '68, Front	87.05 87.05 87.05 87.05 89.5 89.5 89.5 89.5 53.82, Rear 5.	2134 2376 2270 2376 2249 <sup>3</sup> 2249 2249 2194 2.72; 27F,	163.9 163.9 163.9 163.9 163.9 163.9 163.9 29R 2 4	63.39 63.39 63.39 63.39 63.4 63.4 63.4 Add 2 lbs. fe	51.97 51.97 51.97 51.97 51.97 51.97 51.97 51.97 51.97 or high speed	34.05 34.05 34.1 34.1 34.1 34.1 34.1 34.1 34.1	41.5 41.5 41.54 39.3 41.54 41.54 41.54 2094.	52.7 52.7 53.31 53.82 53.64 53.82 54 4 911E, S, 5	51.9 51.9 52.21 52.56 52.874 52.56 53.3 53.3 54.09 53.3	5.91 5.91 5.91 5.9 5.9 5.9 5.9 5.9 5.9 5.9	165-15 185/70-15 185/70-15	26F, 29R 26F, 29R <sup>2</sup> 26F, 29R <sup>1</sup> 27F, 29R 27F, 29R 5 27F, 29R 5 27F, 29R 6 27F, 29R
	67-68 67-71 67-71 67-71 69-71 69-71 70-71 1 Gordini cut 6 Gordini 65-	89. 37 94. 35 89 89. 106. 74 94. 35 89. 96 rb weight 1756–68. 7*67–68. 7*67–88 only 145–3	68, 1598.	8 '69-'71	. 135-380.	51 60 561 56 55.1 61 	22.75 		10 '69	48.2 47.5 48.2 48.25 50.4 48.94 48.2 51.62	5.5 8 6 7.4 7.1 6 — 355, 560–14,	135-330 .50-158,11 135-380 5 .60-1410 135-330 135-380 1 .55-13	14F, 26R 16F, 20R 14F, 26R <sup>8</sup> ,11 14F, 26R <sup>8</sup> 21F, 27R <sup>10</sup> 16F, 20R 18F, 30R 21F, 24R
<b>ROVER</b> 2000, 2000TC, 2000A, SC	67-71	103.3 103.37	2750 <sup>6</sup> 3184	178.5 181	66.5 <sup>10</sup>	54.75 56.25	16 '69, A, SC 1	36	53.375 53.375	52.5 51.75 6 '69-'71, 2	8.5 7 2767. 10 '	6.50-14 <sup>5</sup> 185R-14 69-'71, 66	30FR
SIMCA 1000	69-70	87.4 87.4 99.2 99.2 19.2, 5.5.	1609 1795 2050 2103	149.4 149.4 155.1 155.3	58.5 58.5 62.1 62.5	54.81 53.4 57.8 54.5	24,6		49.51 53.5 53.8	48.6 51.5 51.5	5.51 5.2 5.5 5.5	5.60-12 145-13 145-13 145-13	18F, 24R 18F, 28R 24F, 26R 26F, 28R
1000 MB, 1100 MB <sup>1</sup>	67-71	94.5 68 only, weigh	16651 as 1795 lb.	163.2	63.8	54.7	-	-	50.4	49.2	7	5.50-14	18F, 20R
SUNBEAM Alpine V. Imp. Minx Deluxe Sedan, 1725.	67 67–69	86 82 96	2180 1540 2200	155.25 139 161.5	60.5 60.25 61.0	51.5 54.5 58	27.55 23 26	41.5 34 39.5	51 49 51.75	48.5 48.5 <sup>7</sup>	4.5 5.5 5.5	6.00-13 5.60-12 6.00-13	24FR <sup>8</sup> 18F, 30R <sup>6</sup> 25FR <sup>8</sup>

5 00\_13 26FR

19

	67 96 67 101 67-70 98.5 69-70 98.5 71 98 2 Or 5, 90-15. * Ra	2525 2335 2454 2064 2277 <sup>10</sup> 2000 pier V, 49.25. '70 Coupe, W	155.25 163.25 166.25 169.5 174.5 161.25 6 Prolonge	60.5 51.5 60.75 57.25 63.75 58.25 63.5 56 64.75 55.51 62.5 53.5 64 high speeds, +3.5, Pressure 25-	26.75 30.5 26.4 5 FR. 7 "17	41.5 40 38.5 40.5 	51.75 51.75 51.5 52 52 52 51 8 Proloi	48.5 48.58 51.75 52 52 51.25 nged high s	4.1 4.5 5.5 6.75 6.75 5.5 peeds, + 3	6.00-13 25 6.50-13 25 5.60-13 26 600-13 26 155-13 26	5FR6 5FR8 48 6FR10 4FR
	67 117 68–70 114.7 68–70 117.2 71 117	4425 4545 45631 46558 4522 15.2, 77.7.	206.9 209.4 206.9 <sup>2</sup> 209.4 <sup>2,9</sup> 215 3 '70, 4522.	77.3 52.8 77.3 53.8 77.3 <sup>2</sup> 52.6 <sup>8</sup> 77.3 <sup>2</sup> 53.4 <sup>4</sup> 78 51.4 4 '70, 54.9.		52.8 52.8 	62 62 62.0 62.0 62.3 F, 27R.	62 62 62.0 62.0 62.3 8'69, 52.3	5.5 5.5 5.4 5.4 5.4 5.4 5; '70, 54.1	8.15-15 26 8.15-15 26 H78-15 28	4F, 25R 6F, 24R <sup>7</sup> 6F, 24R <sup>7</sup> 8F, 27R
	67-69 83.9 67-71 90.5 68-71 105.9 67-71 90.0 69-71 90.0 69-71 98.8 71 95.5 71 95.7	5; FJ40L pick	up, 7.00-16,	66.7 57.51 55.7 54.4 65.6 76.8° 66.7 57.5 58.5 54.3 68.7 55.1 63.2 56.1 63.2 56.1 63.3 51.6 61.8 55.3 58.7 55.1 63.2 56.1 63.2 66.1 63.2 66.1 63.2 66.1 64.8 65.1 65.3 66.1 66.8 66.8 66.8 66.8 66.8 66.8 66.8 66.8			53.5 47.4 55.3 50 54.7 48.4 52.2 48.4 52.2 50.4 51.2 49.4 5,69.7.8.		6.7	6.00-12 16 600-134PR 22 6.00-14 22 6.00-13 22 165 SR 13 24 6.00-13 22	4FR 8FR 4F, 23R 4FR 6F, 20R 2FR 2F, 24R
	67-68 88 67-71 83 66-68 106.5 67-68 96.6 67-71 83 69-71 88	1680¹ 2128 15408 2464 2016 19046 2352 ² Sedan; cot	153 154 1458 173.5 155 145 155 19e, 51.25.	60 52 <sup>1</sup> 60 50 57 47.5 65 56 61.75 54 57 47 58 50 1200 models, 22 59, 1652, 147.	494    F, 24R 4 W	48.54 ————————————————————————————————————	48 50.13 49  53 49 50.25 8,49.75,49	48 49.75 48 52.6 487 49.75 0.5; '64, 50	6.75 6 5 7 5.5 4 6 .13, 49.75	155-13 22 185-15 20	0F, 24R <sup>5</sup> 8F, 24R 4FR 2FR 2F, 24R <sup>9</sup> 0F, 24R
	67-69 108 70 108 71 111 71 108 71 108 71 108	.00-13: '70, 6.	95-14, w/340		31.2 35.2 37.3 31.2 31.2 37.3 37.3 4 BS model, 6 19 V8, 53.4. 5, 318 engine; w	20 Fastback		3, 30FR.	6 <sup>22</sup> 5.2 4.9 5.1 5.1 5.1 21 '68 5.		BFR <sup>20</sup> BF, 30R <sup>25</sup> 2FR 2FR 2FR 3FR 3FR
VAUXHALL Victor, Envoy. Victor, Envoy S/Wagon. Viva, Epic. Viva, Epic.	67 100 67 100 67 95.8	2170 2292 1698 1704	174.7 174.7 161.6 161.1	64.7 55.2 64.7 55.4 63 53.1 63.0 53.3	27.6 27.6 26	47.1 47.1 39.4	51.0 51.0 51 51.0	52.6 52.6 51 51.0	5.9 6.0 5		4FR 2FR

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155 25

T' 260



































1970



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		Wheel-	Approx.	Overall	Max.	Height	OVER	HANG	TRA	CK	Ground	TIRES (	Std. Eqpt.)
MAKE & MODEL	YEAR	base	Curb Weight	Length	Width	(unladen)	Front	Rear	Front	Rear	Clearance	Size	Pressures (cold)
VAUXHALL continued													
Victor, Envoy	68-70	102.0	232113	176.64	66.9	53.814	29.2	45.5	54.0	54.0	6.0	5.60-131	24FR
Viva, Epic	69-70	95.8	17041	161.1	63	53.11	25.9	39.4	51	51	4.7	6.20-14	22FR
Firenza	71	97	2128	162	64.1	53.1	25.9	39.1	51.4	51.5	5.2	_	22FR
	1 '70. GT, w	t. 2100, ht. 53	3.3. 4 '70.	176.7. 12]	Increase to 2	4F, 26R full	y loaded. 1	3 '69-'70, 3	3056. <sup>14</sup> '69	70, 52.5	: '70, 52.4.	15 '69, 6.9	0-13, 22FR.
VOLKSWAGEN													
1200, 1300, 1500 Beetle		94.5	1720	160.2	60.6	59.1		_	51.4	51.28	6.0		16F, 24R
1500, 1600 Sedan, S/Wagon		94.5	20285	166.3	63.2	58.15	_	-	51.6	53	5.95		16F, 24R
Karmann Ghia	67-69	94.5	1830	163 -	64.3	52.4			51.4	53 1	6		16F, 24R
VW 1-1200, 1600 Sedan	70-71	94.5	16762	158.5	61.0	59.1			51.6	53.2	5.9	$5.60 - 15^2$	
VW 1-1600 Karmann Ghia	70-71	94.5	1918	163.0	64.3	52-0			51.6	53.2	5.9		16F, 24R
VW 3-1600 Sedan, S/Wagon	70-71	94.5	21221	170.8	63.2	57.9			51.6	53.2	5.9		18F, 29R
VW 1600 deluxe	71	95.3	1918	161.8	62.4	59.1			53.1	53.2	5.9	5.60-15	19F 27R
VW 411 Sedan	101/1	98.4	2425	179.2	65	58.5			54.2	53.1	5.3	155-15	23F 30R
VALVA	'Sedan; S/v	wagon wt. 212	2. 2 120	00; 1600 wt.	1808, tires	6.00-15.	<sup>3</sup> 1500, 53.1	. 55/V	Vagon 2260,	57.7 and	5.7.		
VOLVO	(7	102.4	2400*	175 3	(2.0	50.5			F1 0	510	7.01	. 05 15	205 225
122S (P120-P130)	67 67	102.4	24008	175.2	63.8	59 5			51 8	51 8	7 91		20F. 23R
P1800		96.5	2390 2400	173	67	51 59.5			52 51.8	52 51.8	6 3	6 40-15	2/5 210
142, 144, 145 S/Wagon		102.4	260011	175.2 182.75	63.8 68.25	57.25		I I	53.3	53.3	7.91	165-15	26F, 31R
164.		106.32	2920	186	68.3	56.7			53.3	53.3	7.5	C78-154	20F, 23R
P1800E		96.5	2710	171	67	50.5			52	52	6.0	165 165-15	26F, 28R 26F, 29R
		6.7 w/four p					130 236011	4 145 6					Vagon, 2715
	Omoaded;	o. / w/rour p	assengers.	- I rom /	, 107.1.	Canadian F	1 70, 2300 10,	14), 110	71, 005	-1J. °F	rom /1, 103	. 1. " 5/1	wagon, 2/13

### **ENGINE SPECIFICATIONS**

BP—By pass. FF—Full flow. Sh—Shunt type.		No. of			Cu. In.	ВНР	Com	pression	Max. Torque	Idle Spee	d (rpm)	Valve	1	Engine Lu	bricatio	n
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	ft. lb./	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
ACADIAN and BEAUMONT																
6 Cyl. 194 cu. in		6-OHV		3.25	194	120-4400	8.5	130	177-2400	500	500	No	Gear	FF	3	30-45
6 Cyl. 230 cu. in. Beaumont				3.25	230	140-4400	8.5	130	220-1600	50010,12,16		No	Gear	FF		30-4510,12
6 Cyl. 250 cu. in. Acadian, Beaumont			3.875	3.53	250	155-4200	8.5	130	235 1600	50010,12,16		No	Gear	FF	310,12	30-4510,12
283 V8, Acadian & Beaumont		V8-OHV	3 875	3 20	283	195-4600	9.25	150	285-2400	500	475	No	Gear	FF	3	30-45
327 V8 Acadian ('67 only), Beaumont	. 67	V8-OHV	4 004	3.25	327	275-4800	10	160	355-3200	500	500	No	Gear	FF	3	30-45
396 V8 Beaumont (325 h.p.)		V8-OHV V8-OHV	4 094	3.76		325-4800 350-5200 <sup>11</sup>	10 25	160	410-3200	500	500	No No	Gear	FF	3	50 75
396 V8 Beaumont		V8-OHV	3.875	3.25		200-4600	9.0	15017	415-3400 285-2400 <sup>13</sup>	700	600	No	Gear	FF	3.25	50-75 50-65 <sup>18</sup>
327 V8 250 hp. & 275 hp	68	V8-OHV	4.00	3.25		250-4800	8.75	150	335-3200	700	600	No	Gear	FF	3.25	50-65
350 V8 295 hp. Acadian	68_60	V8-OHV	4 00	3.48		295-480011	10.2514		380-320014	700	600	No	Gear	FF	3.25	50-65
396 Beaumont.	10	V8-OHV	4.094	3.76		325-480015	10.25	15015	410-320015	800	600	No	Gear	FF	3.25	50-75
350 V8 2 bbl., 4 bbl.		V8-OHV	4.0	3.48		240-480019	9.019	150	345-320019	75020	600	No	Gear	FF	3.25	40
250 L-6		6-OHV	3.875	3.53	250	145@4200	8.5	130	230@1600	550	500	No	Gear	FF	3.25	40 .
307 V8 2 bbl.	77.1	V8-OHV	3.875	3.25	307	200@4600	9.0	160	300@2400	600	550	No	Gear	FF	3.25	40
350 V8 2 bbl	. 71	V8 -OHV	4.0	3.48.	350	245@4800	8.5	160	270@4800	600	550	No	Gear	FF	3.25	40
350 V8 4 bbl.		V8-OHV	4.0	3.48	350	270@4800	8.5	160	360@3200	600	550	No	Gear	FF	3.25	40
		700; 3.25 q				350: 415-3400				0, 550, 3.2				00-2400.		
		300–4800; d						350-5200 4 bbl. 700	, 160, 415–3	400. 16	'70, 750,	600.	17 '69, 14	0; '70, 16	0. 18	'70, 40.

### CANADIAN AND IMPORTED ENGINES CAR, TRUCK, COACH AND TRACTOR ENGINE PARTS

PISTONS, SLEEVES, RINGS, BEARINGS, BUSHES, VALVES, GUIDES AND SPRINGS, TIMING CHAINS AND GASKETS

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REGINA

WINNIPEG

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MONTREAL

TORONTO

CALGARY

**EDMONTON** 

VANCOUVER

P-By pass. FF-Full flow.		No. of				ВНР	Com	pression	Max. Torque	Idle Spee	ed (rpm)	Valve		Engine Lu	brication	n
h—Shunt type.  MAKE & MODEL	YEAR		Bore	Stroke	Cu. In. Disp.	@ rpm	Ratio (To 1)	Pressure	f+ 1h/	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Norma Pres.
MERICAN MOTORS																
mer., Ram., Horn. 01, Grem. 199 6-Cyl		6-OHV	3.75	3.0	199	128-4400	8.5	145	182-1600	600	60012	No	Gear	FF	3.3	5014
mer., Ram., Amb., Mar. 10 Horn., Grem. 232 6-Cyl	. 67–70	6-OHV	3.75	3.5	232	145-43009	8.5	145	215-1600°	600	60012	No	Gear	FF	3.3	5014
00 V8 (2 bbl. carb.)		V8-OHV	3.75	3.28		200-4600	9	145	285-2800	60013	60013	No	Gear	FF	4.2	11, 14
90 V8 (4 bbl, carb.)		V8-OHV	3.75	3.28		225-4700	10	145	300-3200	60013	60013	No	Gear	FF	4.2	11, 14
3 V8 (2 bbl. carb.)		V8-OHV	4.08	3.28		235-4400	9	145	345-2600	60013	60013	No	Gear	FF	4.2	11, 14
3 V8 (4 bbl. carb.)	6/-69	V8-OHV	4.08	3.28		280-4800	10.2 10.2 <sup>19</sup>	145 145	365-3000	650	60013	No No	Gear	FF FF	4.2	14
0 V8		V8-OHV	4.17	3.57	390 304	315-4600 <sup>18</sup> 210-4400	9	145	425-3200 305-2800	650	550 600	No	Gear Gear	FF	4.2	
4 V8	70	V8 V8	3.75 4.08		360	245-440017	917	145	365-240017	650	600	No	Gear	FF	4.2	
0 V8		6-OHV	3.75	3.44	232	135@4000	8	145		700	600	No	Gear	FF	3.3	50
2 6-cyl		6-OHV	3.75	3.9	258	150@3800	8	145	240@1800	700	600	No	Gear	FF	4.2	_
8 6-cyl 4 V8	71	V8-OHV	3.75	3.44		210@4400	8.4		300@2600	750	650	No	Gear	FF	4.2	
4 V8 0 V8 2 bbl,		V8-OHV	4.08	3.44		245@4400	8.5	145	365@2600	750	650	No	Gear	FF	4.2	
0 V8 4 bbl.		V8-OHV	4.08	3.44		285@4800	8.5	145	390@3200	750	650	No	Gear	FF	4.2	
1 V8 4 bbl.		V8-OHV	4.165	3.68		330@5000	9.5	145		750	650	No	Gear	FF	4.2	
1 10 1 001.	9 W/op			2-bbl. c	arb., 15	5-4400, torqu	ue 222-16	500. 10	287, 327, en	gines optio	nal.	11 60 max	., 10 @	600 rpm.		
	12 '68, 5		68, 650,	550.	14 '68, 13	3 min. @ 600	rpm., 2	4 min. @	1100, 46 min	. @ 2050-	75 ma	x. @ all r	pm.			
	17 '70, 2	bbl.: 4 bb	1. 290-4			0. 18 '70,						19 '70,				
USTIN																
ini, Mini Countryman	67-70	4-OHV	2.478			37-5500	8.3	150	44-2900	_	-	No	1	FF	4.5	40-6
stin-Healey 3000	67-68	6-OHV	3.28	3.5	177.7	130-475011	9.0	170	167-300011	_	_	No	Gear	FF	5.75	506
ini Cooper		4-OHV	2.458	3.202	60.85	55-5800	9	150	57-3000	-	-	No	not.	FF	48	70

Austin Super. A60 Cambridge, Countryman. A110 Westminster. Austin-Healey Sprite Mk III 1800. 1100 & Mk II. Mini Cooper S. 850 II & Automatic. 1100 II Automatic. Mini II, S/Wagon, Cooper 998. Cooper SC. Austin America. 1800 II.	67-68 4-OHV 67-68 6-OHV 67-68 4-OHV 67-68 4-OHV 67-68 4-OHV 68 4-OHV 68 4-OHV 68-69 4-OHV 68-69 4-OHV 68-69 4-OHV 171 4-OHV 71 4-OHV	3 3,5 98,9 3 281 3,5 177.7 2 543 3,296 67 3 16 3,50 109.7 2 54 3,296 67 2 781 3,2 77.9 2 543 3,096 67,9 2 543 3,096 67,9 2 543 3,096 67,9 2 780 3,2 77.9 3 16 3,50 109.7 4 Eccentric valve. ble, 132-4750; torque II	120-4850 8.2 59-5750 8.2 48-5100 8.2 48-5100 8.7 75-5800 9.5 37-5500 8.3 56-5500 8.3 76-6000 9.7 60 8.8 5 90@5400 9.1 20 at idle.	165 2	44-2900 — 90-2100 — 163-3000 — 65-3500 600 99-210016 450-500 60-2500 — 80-3000 550 44-2900 — 61-2000 — 61-2000 850 101@3000 475 8 Includes trans. bu orque 173-3000. 165, 101-3000, 550, 4	— No 650 No 650 No 13 No — No 850 No 475 No 475 No to not filter.  P Act 12 Auto., 9.00.	Rot. FF Rot. F	3.59 6.379 3.25 7.516 4.25 48 4.5 4.5 4.5 4.5 4.5 4.5 0,650.	30-60 20-50 20-50 507 30-50 60 60 60 60 70 70 70 500s
1800. 1800 TI.					112–3000 850 118–4000 1000	Yes Yes	Gear FF Gear FF	4 :	30–72 BOOK
BUICK 300 cu. in. V8	67 V6-OHV 67 V8-OHV 67 V8-OHV 67 V8-OHV 68-70 V8-OHV 68-70 V8-OHV 68-70 V8-OHV 68-70 V8-OHV 70 V8-OHV 71 V8-OHV	4.3125     3.90     455       3.875     3.53     250       3.80     3.85     350       4.3125     3.90     455	340-4800 10 360-5000 10 360-5000 10 355-4200 8.5 230-440019 10 340-5000 10 360-5000 10 350-460021 10 145@4000 8.5 230@4400 8.5 230@4400 8.5 330@4600 8.5 300@4600 8.5	15 15 15 15 15 15 15 15 15 15 15 15 15 1	310-2400* 550 235-2400 550 340-2400 550 340-2400 550 340-2400 550 345-2800 550 445-3200 550 445-3200 550 235-1600 7001*8 350-24001*9 700 375-32002*0 700 440-3200 700 440-3200 700 510-2800 700 235@2400 550 350@2400 700 450@2800 700 450@2800 700 450@2800 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700 450@3000 700	550 No 55018 No 55016 No 60017 No 6000 No 6000 No 6000 No 6000 No 6000 No 600 N	60-4600, Tor. 360-	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	40 40 40 40 40 40 40 30-45 37 37 37 40 40 40 40 40 40 40 40 40 40 40 40 40
CAPILLAC All . All 2. Eldorado . All (except Eldorado) . Eldorado .	. 68–70 V8-OHV . 70 V8-OHV . 71 V8-OHV	4.30 4.06 472 4.30 4.304 500 4.30 4.06 472	400-4400 10 345@4400 8.3 365@4400 8.3	1.5 <sup>3</sup> 165–185 165–185 5 165–185 5 165–185	525–3000 — 550–3000 — 500@2800 — 535@2800 —	480 No 5504 No 600 No 600 No 600 No	Gear FF Gear FF Gear FF Gear FF Gear FF	3.25 <sup>1</sup> 4.25 3.25	30-35 35-40 35-40 35-40 35-40
CHECKER All 6 cyl. All 8 cyl.	71 6-OHV 71 V8-OHV 1 In "Drive". 10 '70, 345-2800.	o At 1500 rpm.	145@4200 8.2 245@4800 8.2 hevrolet-built engir	5 150	230@1600 — 350@2800 — art with filter change	500 <sup>1</sup> No 550 <sup>1</sup> No 9 '70, man. tra	Gear FF Gear FF ns. N/A., auto. 60	48	50-65 ONS
CHEVROLET Corvair 95 HP Turbo-Air Corvair 110 HP. Corvair 140 HP.	. 67-69 6-OHV <sup>1</sup> . 67-69 6-OHV <sup>1</sup> 67-69 6-OHV <sup>1</sup>	3.4375 2.94 164 3.4375 2.94 164	95–3600 8 110–4400 9 140–5200 98 7, 700. 8 '68–'69, 9	25 140 140	160-2800 600-650 160-3600 600-650	0 <sup>12</sup> 450-500 <sup>11</sup> Yes 0 <sup>12</sup> 450-500 <sup>6</sup> , <sup>11</sup> Yes 0 <sup>13</sup> 450-500 <sup>9</sup> , <sup>13</sup> Yes 0 <sup>11</sup> '68, 700, 600, '6	Gear FF Gear FF Gear FF 9, 600. 12 '69, 700	310 310	30 30 30 30 550, 550

BP—By pass. FF—Full flow. Sh—Shunt type.		No. of			Cu. In.	ВНР	Comp	pression	Max. Torque	Idle Spe	ed rpm	Valve		Engine L	ubricatio	n
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	ft lh /	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
	67-70 67-68 67 68-70 68-69 68-69 4 '68, 15	6-OHV V8-OHV V8-OHV 6-OHV V8-OHV V8-OHV V8-OHV 50. 5'68 p., 375-560	3.875 4 3.875 3.875 3.875 4.00 4.094 -'69,70 0,11.0,	0. 6 ° 415–360	250 327 283 230 307 350 396 68–'69, 3	600. 13 '70	8.5 8.5 10 9.25 8.5 9.0 10.25 <sup>11</sup> 10.25 8-'69.50	160 -65. 8	177-2400 235-1600 355-3200 285-2400 220-1600 300-2400 380-3200 <sup>11</sup> 415-3400 <sup>12</sup> '68, 600.	80012	500 55013 5008 500 50012 600 600 600 60012 5–4800, 300	No No No No No No No No O-4800.	Gear Gear Gear Gear Gear Gear Gear Gear	FF FF FF FF FF FF FF , 255 hp.,	3 36 36 3 3.25 3.25 3.25 3.25 9.0, 365	30-45 30-45 <sup>7</sup> 30-45 <sup>7</sup> 30-45 50-65 50-65 50-65 50-75 -2400,
	67 67-68 67-69 67-68 67-68 68-69 68 69 69 10 Or 32	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	3.875 4 3.875 4.0 4.0 4.094 11 O <sub>1</sub> 8, 415–3	3.76 410 @ 400.	283 396 250 327 327 307 327 350 396 3200 (32 21 '69, 5	140-4400 195-4600 350-5200 <sup>10</sup> 155-4200 275-4800 325-5600 210-4600 210-4600 255-5600 <sup>23</sup> 325-4800 <sup>24</sup> 55 hp.). <sup>18</sup> 55 hp.). 18	8.5 10 11 9.0 <sup>22</sup> 8.75 9.0 <sup>23</sup> 10.25 <sup>25</sup> 3'68-'69,	140.	220-1600 285-2400 415-3400 <sup>11</sup> 235-1600 355-3200 355-3600 <sup>20</sup> 300-2400 365-3200 <sup>23</sup> 410-3200 <sup>24</sup> 4 '68-'69, 70 ., 300-4800,	50014 56014 700 700 700 700 800 0. 15 '6	500 <sup>21</sup> 500 500 500 <sup>21</sup> 500 <sup>21</sup> 600 600 600 600 600 8, 3, 25, 0–3200.	No No No No No No No No No 16 '68, 24 350 I		FF FF FF FF FF FF FF 17 '68, 1		30-4516 30-45 50-75 30-4516 30-4516 30-4516 50-65 50-65 50-65 50-75 8 *68, 600.
283 V8 (2 bbl. carb.) 396 V8 All 6 cyl. 327 V8 427 V8 (385 hp.). 250 6 cyl.; 307 V8, 327 V8 (250 & 275 hp.) 396 V8	67 67 67	6-OHV V8-OHV V8-OHV	4.094 3.875 4 4.25	3.76 3.53 3.25 3.76	396 250 327 427	195-4600 325-4800 155-4200 275-4800 385-5200	10.25 8.5 10.25 <sup>3</sup>	150 160 130 160 160	285-2400 410-3200 235-1600 355-3200 460-3400	500 700 <sup>15</sup> 500 500 550	500 450-500 500 500 550	No No No No No	Gear Gear Gear Gear Gear	FF FF FF FF	3 3 3 3	35 50 30-45 30-45 50-75
427 vs. in. V8 (385 hp.) 250 6 eyl, Chevrolet, Chevelle, Camaro, Nova 327 V8 (235 hp.) 350 V8 (255, 300 hp.) 396 V8 (265 hp.) 427 V8 (335, 390 hp.) 427 V8 (425 hp.)	68 69–70 69 69 69	V8-OHV 6-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	4.25 3.87 4.00 4.00 4.09 4.251 4.251	3.76 3.53 3.25 3.48 3.76 3.76 3.76	427 250 327 350 396 427 427	986. 385–5200 155–4200 235–4800 255–4800 335–4800 335–4800 4800, 10.25,	8.5 9.0 9.0 <sup>17</sup> 9.0 10.25	160 140 150 150 <sup>17</sup> 160 160 160 0-3200.	460-3400 235-1600 300-2800 365-3200 <sup>17</sup> 400-2800 460-3200 <sup>18</sup> 460-4000 <sup>18</sup> 390 hp.,	750	600 550 <sup>19</sup> 600 600 600 600 750 460-3600	No No No No No No	Gear Gear Gear Gear Gear Gear Gear 70, 750, 6	FF FF FF FF FF FF FF 600.	3.25 3.25 3.25 3.25 3.25 3.25 3.25 3.25	50-75 50-65 50-65 50-65 50-75 50-75 50-75
	70 70 70 70 70 70 70 70 70 70 70 320-56 5 '70, op	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	4.00 4.00 4.125 4.125 4.125 4.25 4.25 4.25 4.25 4.26 Carlo, -4000. 00, 380	4.00 4.00 Chevelle 4'70, 4000, 90	350 350 400 400 402 454 454 454 454 454 6, Camar options 10. 6	200-4600 250-48003 350-56005 265-4400 330-48004 350-52006 360-44007 345-44008 390-5400 465-5200 o, Corvette. Chevelle H.F.	9.0 10.25 <sup>4</sup> 10.25 10.25 <sup>7</sup> 10.25 10.25 11.25 2 '70,	40-2000. 00; H.P. 3	300-2400 345-2800³ 340-3600⁵ 400-2400 410-3200° 415-3400° 500-3200° 500-3600 500-4400 \$'70,22 375-5600, Cc	omp. R. 11	600 600 	375 H.P	Tora.	15-3200.		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

AOTOR OIL

Turnover's a pushover



Quaker State's natural qualities alone give it a great sales advantage over ordinary motor oils. Every drop is refined only from 100% Pure Pennsylvania Grade Crude Oil, recognized by quality-minded customers as the finest engine lubricant in the world.

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Put it where people can see it and watch Quaker State's advantages work in your favor.

P—By pass. FF—Full flow. h—Shunt type.		No. of			Cu. In.	ВНР	Com	pression	Max. Torque	Idle Spee	ed (rpm)	Valve	l	Engine Lu	brication	1	26
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	ft lh/	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.	
CHEVROLET continued																	
amaro 230 cu. in. 6 cylamaro 250 cu. in. 6 cyl	67-69	6-OHV	3.875 3.875	3.25 3.53	230 250	140-4400 155-4200	8.5	130 130	220-1600 235-1600	500 <sup>1</sup> 500 <sup>1</sup>	500 <sup>2</sup> 500 <sup>2</sup>	No	Gear	FF FF	38 38	30-454 30-454	E
amaro 327 cu. in. V8 (210 hp.)	67_69	V8.OHV	4	3.25	327	210-4600	8.75	1605	320-2400	5001	500 <sup>2</sup>	No No	Gear Gear	FF	33	30-454	NG
amaro 327 cu. in. V8 (275 hp.) amaro 350 cu. in. V8	67-68	VAOHV	4	3.25	327 350	275-4800 295-4800	10 10.25	160 160	355-3200 380-3200	500 <sup>1</sup> 500 <sup>1</sup>	500 <sup>2</sup> 500 <sup>2</sup>	No No	Gear Gear	FF	38	30-454 30-454	Z
amaro 396 cu. in. V8 (325 hp.)	67_60	VA OHV	4.094	3.76	396	325-4800	10.25	1605 410	-3200	5001	5002	No	Gear	FF	38	50-754	m
amaro 396 cu. in. V8 (375 hp.). amaro 350 V8 (255, 300 hp.)	69	V8-OHV	4.094	3.76		375-5600 255-4800 <sup>6</sup>	11	160 415 150	-3600 365-3200 <sup>6</sup>	5501'7 700	550 <sup>2,7</sup> 600	No No	Gear Gear	FF FF	38 3.25	50-75 50-65	2
amaro 302 V8 (290 hp.)	69	V8-OHV	4	3.00	302	290-5800	11	150	290-4200	900	-	No	Gear	FF	3.25	50-65	PE
amaro 396 V8 (350 hp.)	70 S	EE ENGI	4.094 NES AB		396	350-5200	10.25	160	415–3400	800	600	No	Gear	FF	3.25	5075	
427 1/0 / 4111	1 '68-'6	9, 700.	2 '68-'6	9, 600, '	69, 550.	³ '68–'69,		4 '68-'69	CONTROL OF STREET, USAGE	'69, 150.	6 300	hp., 300-	4800, 380	0-3200.	7 '69, 7	50.	CIFICATIONS
orvette 427 V8 (4 bbl. carb.) orvette 327 (300 hp.)	67-68	V8-OHV	4.25	3.76		390-5400 300-500	10.25	160	460-3600 360-3400	5-60016 50016	5-600 <sup>17</sup> 500 <sup>17</sup>	No No	Gear Gear	FF FF	3 22	50-75 30-45	5
orvette 327 (350 hp.)	. 67-68	V8-OHV	4	3.25	327	350-5800	11	150	360-3600	70019		No	Gear	FF	3	30-45	7
orvette 427 (400 hp.)	. 67-69	V8-OHV	4 25 4.25	3.76		400-5400 435-5800	10.25	160 160 <sup>18</sup>	460-3600	750 <sup>16</sup> 750	600	No No	Gear Gear	FF FF	3 <sup>22</sup> 3 <sup>22</sup>	50-75 50-75	0
orvette 350 V8 (300 hp.) orvette 350 V8 (350 hp.)	. 69	V8-OHV	4	3.48	350	350-4800	10.25	160	380-3200	700	600	No	Gear	FF	3 25	50-65	Ž
orvette 350 vo (350 np.)	70 S	EE ENGI	NES AB	3.48 OVE.	350	350-560020	11	165	380-360020	750		No	Gear	FF	3.25	50-65	S
50.6		00; '69, 80		'68-'69,		<sup>18</sup> '68, 170; '		19 '68,		70 hp., 37			/A. 21	0., 000.		9, 3.25.	
50 6 cyl 07 V8	71	6-OHV V8-OHV		3.53		145@4200 200@4600	8.5	140 160	230@1600 300@2400		500 550	No No	Gear Gear	FF FF	3.25 3.25	40	
50 V8 2 bbl	. 71	V8-OHV	4.00	3.48	350	245@4800	8.5	160	350@2800	600	550	No	Gear	FF	3.25	40	
50 V8 4 bbl. except Corvette & Camaro 50 V8 4 bbl, Corvette, Camaro	. 71	V8-OHV	4.00	3.48		270@4800 330@5600	8.5	160 150	360@3200 360@4000		550 700	No No	Gear Gear	FF FF	3.25 3.25	40	
00 V8 2 bbl. 02 V8 4 bbl.	. 71	V8-OHV	4.125	3.75 3.75		255@4400 300@4800	8.5	160	390@2400	600	550	No	Gear	FF	3.25	40	
54 V8 (365 hp.)	. 71	V8-OHV	4.25	4.00	454	365@4800	8.5 8.5	160 160	400@3200 465@3200	600	600	No No	Gear Gear	FF FF	3.25 3.25	40 40	
54 V8 (425 hp.) ega 1 bbl.	. 71	V8-OHV	4.25	4.00		425@5600 90@4800	9.0	150 140	475@4000 140@2400	700 700	700 550	No No	Gear	FF FF	3.25 2.5	40 40–45	
ega 2 bbl	71	4-OHC	3.5	3.625		110@5200	8.0	140	145@3600		550	No	Gear	FF	2.5	40-45	1972
HRYSLER	(7.60	We OLIV	4.25	2 20	202	270 440018											
C1, CC1, DC1 C3, CC3, DC3, EC3	. 67-69	V8-OHV	4.25	3.38 3.75		270-4400 <sup>12</sup> 350-4400	9.2	125-155 130-165	390-2800 480-2800		500 <sup>11</sup> , <sup>18</sup> 500 <sup>11</sup> , <sup>14</sup>		Rot.	FF FF	3.25	45-65 45-65	Canad
C2, DC2, EC2	. 67–69	V8-OHV	4.32	3.75		350-4400 290-4400 <sup>1</sup>	10.1	130-165			55014	No	Rot.	FF	3.25	45-65	nac
10 cu. in	. 70	V8-OHV	4.32	3.75		350-4400 <sup>4</sup>	8.7 <sup>2</sup> 9.7	110 110	390-2800 480-2800		700 <sup>3</sup> 800	No No	Rot.	FF	3.25 3.25	45-65 45-65	dian
60 cu. in	. 71	V8-OHV		3.58		255@4000 275@4400	8.7	100	360@2400 375@2800	-	700	No	Rot	FF	3.25	45-65	
33 cu. in .4 bbl	. 71	V8-OHV	4.25	3.38	383	300@4800	8.5	110	410@3400		700 800	No No	Rot Rot	FF FF	3.25 3.25	45-65 45-65	ser ser
10 4 bbl. (Std.) 10 4 bbl. (HP)	71	V8-OHV	4.32	3.75		335@4400 370@4600		110	460@3200 480@3200	=	750 900	No No	Rot Rot	FF FF	3.25	45-65 45-65	Service
10 4 bbl. (HP)				2 '70, 4	bbl. 9.5.	3 '70, 2 H			375-4600.	11 '67, 5		'68, DC				DC1, 650;	
ITROEN		bbl., 600;	4 bbl., 6	00.	1 '68-'69,	600.											Data
S 19A, DS20	67-70	4-OHV			121.1	90-5250 <sup>6</sup> 109-5500 <sup>7</sup>	8.75	180	110-3500	600-850		Yes	Rot.	BP	45	568	
19A <sup>9</sup> , 19B, D Special <sup>9</sup>	. 67-70	4-OHV	3.386	3.366	121.1	84-52508	8.75 88	180 180		600-850 600		Yes Yes	Rot.	BP BP	45 45	56 <sup>8</sup> 56 <sup>8</sup>	Book
	<sup>3</sup> At 400	00 rpm.	5 4 1/2 W	/oil cha	nge.	'69, 103–60	00. 7	'69, 115–5	750, 126-400		9B, 90-57	50, 8.75,	109.8-3		'70 only		×

DATSUN-NISSAN   Datsun 1000   Datsun 1200 & Coupe   Datsun 1300 & Wagon   Datsun 1300 & Wagon   Datsun 1600 & Wagon   Datsun 1600 Sports   Datsun 2000 Sports   Datsun 240Z Spo	70-71 4-OHV 2.87 2.76 71.5 69-6000 9.0 178-192 70.0-4000 600 — Yes R 67-70 4-OHV 2.87 3.06 79.3 67-5200 8.2 156-177 76.7-2800 600 — No R 68 4-OHC 3.27 2.36 79.1 77-6000 8.5 159-171 80-3600 600 — Yes R 68-71 4-OHC 3.27 2.87 97.3 96-5600 8.5 159-171 80-3600 600 — Yes R 67-70 4-OHV 3.43 2.63 97.3 96-5600 8.5 159-171 100-5600 600-700 600-700 Yes R 67-70 4-OHC 3.43 3.27 121 135-6000 9.0 176-218 103-4000 650-700 — Yes G 67-70 4-OHC 3.43 3.27 121 135-6000 9.0 176-218 103-4000 650-700 — Yes G	Rot. FF 2.6 54-60 Rot. FF 4 43-50 Rot. FF 3 54-60 Rot. FF 5.2 50-57 Rot. FF 5.2 50-57 Gear FF 4.3 50-57 Gear FF 4.3 50-57 Rot. FF 5.3 50-57
DODGE 225 Slant Six 273 Dart, Coronet, DW2, DL2, EL2 BD2, BW2, CD3, CW2 (opt.) 440 V8. 426 BW2, CW2, 426 V8 (opt.) EW2, EX2 CW2, CD3° (opt.), CW2 (DD2, EW2 CL2 (opt.), EL2 170 Slant Six, CL1, DL1, EL1 340 DL2, EL2 440 EW2, EX2, ED2	67-69 V8-OHV 3.63 3.31 223 180-42009, 19 8.88, 19 120-150 260-16008, 19 50019 50019 No R 67-69 V8-OHV 3.91 3.31 318 230-4400 9.020 125-1652 440-240029 50029, 28 50029, 28 No R 67 V8-OHV 4.25 3.75 440 350-4400 10.0 130-165 480-2800 500 500 No R 67-69 V8-OHV 4.25 3.75 446 425-5000 10.25 130-1653 490-4000 5002, 23 5003, 23 No R 67-68 V8-OHV 4.25 3.38 383 270-44007, 21 9.27 130-1653 490-2400 5002, 23 5003, 23 No R 68-69 V8-OHV 4.25 3.38 383 270-44007, 21 9.27 130-165 490-22006 6506 506 No R 68-69 V8-OHV 4.25 3.38 383 280-42002 10 130-165 490-2400 5502 5502 55012, 29 No R 68-69 V8-OHV 4.25 3.38 383 280-42002 10 130-165 400-2400 5502 55012 No R 68-69 V8-OHV 4.25 3.38 383 280-42002 10 130-165 400-2400 5502 55012 No R 68-69 V8-OHV 4.25 3.38 383 280-42002 10 130-165 400-2400 55017, 24	Rot. FF 3 25 45-65 Rot. FF 3 .519 45-65 Rot. FF 3 .25 45-65
198 cu. in 225 cu. in 318 cu. in 340 cu. in. 4 bbl. 383 cu. in 426 cu. in 440 cu. in. 3-2 bbl. 360 cu. in 383 cu. in. 4 bbl. 383 cu. in. 4 bbl. 440 cu. in. 4 bbl. 440 cu. in. 5 bbl. 383 cu. in. 4 bbl. Colt.	2800; CR 10.1. **Dart option 235 hp. @ 5200; 280 (t. lb. @ 4000; CR 10.5. **1" 68, 700. **1" 68, 700. **1" 68, 800. **2" 68, 190 hp. @ 4400; CR. 9; torque, 260 @ 2000; Conventional idle, 700. A/T, 650; Refill 3.25. **2" 68, Ref. 22; Conventional idle, 650, A/T, 600. **2" 68, hp. 290 @ 4400; A/T idle 660. But with 4 bbl. carb.; hp 330 @ 5000, t. 22" 68 hp 300 @ 4400; Conventional idle, 650, A/T 600. **2" 68, hp. 290 @ 4400; A/T idle 660. But with 4 bbl. carb.; hp 330 @ 5000, t. 22" 68 hp 300 @ 4400; Conventional idle, 650, A/T 600; 69, B.H.P. 330-5200; torque 410-3600; idle conv., 700 A/T 65 **4 69, 110-140; 750; 750. **25 DD1, DW1 (except DW1-T; ED2, EL2, EW2, EX2. 22" 650, 130-175; 750; 700. **25 '69, 125-155, 700-650. **2" '69, 700-600. **30 EW2, EX2, 150-205 c/case 4.0. **31 ED2, 2 bbl., 600, 4 bbl., 650 **70-71 6-OHV 3.4 **3.64   188   125-4400 **8.4   100   180-2000 750 **750 **No   F. 70-71 v8-OHV 3.4 **4.125   225   145-4000 **8.4   100   180-2000 750 **750 **No   F. 70-71 v8-OHV 3.3   3.1   318   230-4400 **8.8   100   320-2000 750 **750 **No   F. 70-71 v8-OHV 4.25   3.38   383   290-4400! 8.7   110   340-3200 900 900 900 No   F. 70-71 v8-OHV 4.25   3.75   426   425-5000   10.54   110   340-3200 900 900 900 No   F. 70 V8-OHV 4.25   3.35   340   375-4000   9.7   110   480-3200 900 900 900 No   F. 70 V8-OHV 4.25   3.38   383   375 @400   8.7   100   360@4000 750   700 No   F. 71 v8-OHV 4.25   3.38   383   375@4000   8.7   100   360@4000 750   700 No   F. 71 v8-OHV 4.25   3.38   383   375@4000   8.5   110   460@3200 900 900   900 No   F. 71 v8-OHV 4.25   3.38   383   375@4000   8.5   110   460@3200 900 900   900 No   F. 71 v8-OHV 4.25   3.38   383   375@4000   8.5   110   460@3200 900 900   900 No   F. 71 v8-OHV 4.25   3.38   383   375@4000   8.5   110   460@3200 900 900   900 No   F. 71 v8-OHV 4.25   3.38   383   375@4000   8.5   110   460@3200 900 900   900 No   F. 71 v8-OHV 4.25   3.38   383   375@4000   8.5   110   460@3200 900 900   900 No   F. 71 v8-OHV 4.25   3.38   383   300@4000 8.5   110   460@32	torque 425 (@ 3200.) 5(0. 25 68), 750, 69, 800. 27 69, 110–140; 700; 650.  Rot. FF 3. 25 45–60 Rot. FF 3. 25 45–65 Rot. FF 5 45–65 Rot FF 3. 25 45–65
FIAT 1500 Sedan 1500 Convertible. 850 Sedan 850 Coupe & Convertible. 124 124 Coupe & Spyder. 850 All. 124 Spec. Sedan, S/Wagon. 128 124 (1600).	67-68 4-OHV 3.03 3.13 90.37 83-5400 9.0 165 89-3200 875 — Yes C 67-69 4-OHV 2.559 2.50 51.44 42-5300 8.8 160 44.1-3600 800 750 Yes C 67-69 4-OHV 2.559 2.50 51.44 52-6400 9.3 165 45.6-4000 850 750 Yes C 67 4-OHV 2.874 2.815 73.05 65-5600 8.8 165 69.4-3800 875 — Yes C 68-71 4-OHC 3.156 2.814 87.75 96-6500 8.9 150 82.4-4000 950 — Yes C 70-71 4-OHV 2.56 2.68 55.10 57-6500 9.5 165 47.7-4000 850 — Yes C 70-71 4-OHC 3.156 2.814 87.75 75 9 165 81.1 — Yes C 70-71 4-OHC 3.156 2.814 87.75 96-6500 9.5 165 81.1 — Yes C 96-3400 850 —	Gear         BP         3.1         65           Gear         BP         3         65           Gear         BP         3         43-57           Gear         BP         3         45-57           Gear         FF         3.3         65           Gear         FF         3.25         45-51           Gear         FF         3.25         45-51           Gear         FF         3.3         65           Gear         FF         3         64-85           Gear         FF         3.3         -

BP—By pass. FF—Full flow. Sh—Shunt type.	VELD	No. of				ВНР	Com	pression	Max. Torque	Idle Spee	d (rpm)	Valve	I	Engine Lu	brication	
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Cu. In. Disp.	@ rpm	Ratio (To 1)	Pressure	ft. lb./	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
FORD Falcon 170-6 cyl. Falcon 200-6 cyl. Falcon 289-V8 (2V, 4V) Falcon 302-4V-V8	67-68 67-68	6-OHV V8-OHV	3.5 3.68 4.0 4.00 t).	2.87 3.00	289 302	105-4400 120-4400 200-4400 235-4800 800, CR 10, t	9.1 9.2 9.34 10.5 corque 30	175± 20 150± 20 150± 20	158-2400 190-2400 282-2400 <sup>4</sup> 318-3200 <sup>5</sup> '68, Conv	575-600 <sup>5</sup> 575-600 <sup>5</sup> 575-600 <sup>5</sup> 525 rentional id	500-525 475-500 500	No No No	Rot. Rot. Rot. Rot.	FF FF FF FF	3.5 3.5 4 4 -60-2000	35-551,5 35-551,5 35-551,5 35-601 rpm hot.
	67-68 67-68 67-68 67-68 68 2 At 20 trans. 8 HP, 3	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV 00 rpm (ho) ,, 700-800.	3.68 4.0 4.05 4.05 4.23 4.00 t).	3.126 2.87 3.78 3.78 3.78 3.00 Includes engine, 2	200 289 390 390 427 302 oil filter 225-4800,	120-4400 200-4400 <sup>7</sup> 265-4400 <sup>8</sup> , <sup>13</sup> 315-4600 <sup>8</sup> 425-6000 <sup>10</sup> 210-4400 4 W/4 CR 10, torc	9.2 9.37 9.5 10.5 11.1 9.5 bbl. carb	175± 20 150± 20 180± 20 190± 20 180± 20 150± 20 150± 20 150± 20 150± 20 150± 20 150± 20	190-2400 282-2400 <sup>7</sup> 401-2600 <sup>8</sup> , 13 427-2800 480-3700 <sup>10</sup> 295-2400 6000, CR 10 engine, 271-1	575–600 <sup>11</sup> 575–600 <sup>9</sup> 3 575–600 <sup>11</sup> 575 <sup>11</sup> 750 525 0.5, torque 6000, 10 5	500–525 475–500 475–500 475–500 475–10 500 312–3400 CR, toro	11 No 11 No 11 No 11 No N	Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF an.	3.75 <sup>8</sup> 4.25 <sup>8</sup> 4.0 <sup>3</sup> 4	35-552,11 35-552,11 35-552,11 35-652,11 40-552 35-602
Mustang 200-6 cyl. Mustang 289-V8 (2-V) Mustang 289-V8 (4-V & HP) Mustang 302-4V-V8 Mustang 302-4V-V8 Mustang 390 V8 (4V, HP) Mustang 427-4V-V8	13 68 2 67-68 67-68 67 68 67-68 68 1 289 h	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	3.68 4.0 4.0 4.00 4.05 4.23 271-60	3.126 2.87 2.87 2.87 3.00 3.78 3.78 000, CR	200 289 289 302 390 427	120-4400 200-4400 210-44001 235-4800 315-46004 390-5600 que 312-340	9.2 9.3 9.0 10.5 10.5 10.9 0: 4V en	175± 20 150± 20 150± 20 150± 20 150± 20 190± 20 180± 20 g., 225-480	190-2400 282-2400 300-2400 <sup>1</sup> 318-3200 427-2800 <sup>4</sup> 460-3200 00, CR 10, t.	575-600 <sup>5</sup> 575-600 <sup>5</sup> 575-600 <sup>5</sup> 575-600 <sup>5</sup> 525 575  orgue 305-	0 rpm ho 500-525: 475-500: 475-500: 500 475 600 3200.	t. 12 No No No No No No No 2 Hot @	Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF FF	3.75 <sup>3</sup> 4.25 <sup>3</sup> 4.25 <sup>3</sup> 4	35-55 <sup>2</sup> , <sup>5</sup> 35-55 <sup>2</sup> , <sup>5</sup> 35-55 <sup>2</sup> , <sup>5</sup> 35-60 <sup>2</sup> 35-60 <sup>2</sup>
240-6 cyl. 289 V8 (2V) Ford 302-2V-V8. 390 V8 (2V) 390 V8 (4V) 428 V8 (4V). 427 V8 (4V, 8V).	67-68 67-68 67-68 67-68 67-68 7'67, 1	6-OHV V8-OHV V8-OHV V8-OHV V8-OHV	4.0 4.00 4.00 4.05 4.05 4.13 4.23	3.18 2.87 3.00 3.78 3.78 3.98 3.78	240 289 302 390 390 428 427	00; 427 ft. lb 150-4000 <sup>7</sup> 200-4400 210-4400 265-4400 <sup>21</sup> 315-4600 345-4600 425-6000 <sup>13</sup> , <sup>22</sup> 410 hp. @ 5	9.2 9.3 9.5 9.5 10.5 10.5 11.1 <sup>22</sup> 5600; 476	175± 20 150± 20 150± 20 180± 20 190± 20 180± 20 180± 20 180± 20 6 ft. lb. @	68 Convention 234–22007 282–2400 295–2400 401–260021 427–2800 462–2800 480–370013,22 3400. 17	500-525 <sup>20</sup> 575-600 525 575-600 <sup>20</sup> 575-600 <sup>20</sup> 575-600 <sup>20</sup> 2 700-800 Hot @ 200	500-525 475-500 500 475-500 475-20 475-500 22 00 rpm.	No No No No No No No No No 20 '68	Rot. Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF FF FF FF FF FF FF FF FF	3.5 4 4 4 4 5 525.	35-6017,20 35-5517 35-6017 35-6517,20 35-6517,20 35-6517,20
170 6 cyl. 200 6 cyl. 200 6 cyl. 240 6 cyl. 240 6 cyl. 302 V8 2V 351 V8 2V 351 V8 4V 390 V8 4V 428 V8 4V Cobra Jet. 429 V8 2V 429 V8 4V 429 V8 4V 429 V8 4V 430 2 V8 4V Boss. 351 V8 4V Boss. 351 V8 4V Agam Air	69-70 69-70 69-70 69-70 69-70 69-70 69-71 69-71 69-71 69-71 70	6-OHV 6-OHV 6-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	3.5 3.68 3.68 4.00 4.00 4.00 4.05 4.05 4.36 4.36 4.36 4.36 4.00 4.00	2.94 3.126 3.91 3.18 3.00 3.50 3.50 3.78 3.78 3.98 3.59 3.59 3.85 3.00	170 200 250 240 302 351 351 390 390 428 429 4429 460 302	105 - 4400 120 - 4400 155 - 4000 150 - 4000 210 - 4400 250 - 4600 270 - 4400 270 - 4400 335 - 5200 3320 - 4400 360 - 4400 365 - 4600 290 - 5800 300 - 5400	9.1 8.1 <sup>1</sup> 9.0 9.2 9.5 9.5 10.7 9.5 10.6 10.5 11.0		158-2400 190-2400 240-1600 234-2200 295-2400 355-2600 385-3200 380-2600 <sup>17</sup> 427-3200 440-3400 <sup>5</sup> 460-2200 476-2800 500-2800 290-4300 380-5400	750 750 750 7750 775 775 650 650 650 650 700 700 700 650 650 650 650 650	550 550 550 <sup>2</sup> 500 550 550 575 550 550 550 550 550 <sup>8</sup> 550 <sup>8</sup>	No N	Rot. Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF FF FF FF FF FF FF	3.5 3.5 3.5 3.5 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	0.  15 15 15 15 15 15 15 15 15 15 15 15 15

	71 6-OHV 71 6-OHV 71 6-OHV 71 V8-OHV 71 V8-OHV 71 V8-OHV 71 V8-OHV 1 70.9 1. 2 70 6 70, 360-4600. 11 70, Boss, Yes.	3.68 3.126 2 3.68 3.91 2 4.00 3.18 2 4.00 3.50 3 4.00 3.50 3 4.00 3.50 3 4.00 3.50 4 0. M/T 750, A/T 6 7 '70. 700. 8	From '70, 600 ng must be within	8.7 14 8.7 14 9.0 14 8.9 14 9.0 14 9.0 14 10.7 14 9.0 14 1 cooler add I qt. 9 Super & Boss 37 75% of the highes	75–5600. 10 Super 5 st. 15 All engines 35	550 No 550 No 600 No 500 No 575 No 550 No 550 No 9 Std.; Police 360- qts., Boss in Mu 60 @ 2000 rpm.	Rot. Rot. Rot. Rot. Rot. Rot. Stang & Cou	gar 6½ qts. 1 CR, pressur	15 15 15 15 35-60 <sup>16</sup> 50-70 50-70
	71 4-OHV 71 4-OHV 1 Lowest reading n	3.19 3.06 9 3.58 3.03 1 nust be within 759	22 100@5600	8.0 1	96@3000 600 120@3600 750	- No 650 No		FF 27/8 FF 41/8	
FORD (European) Anglia Super, Cortina (73 cu. in.) Consul Cortina (automatic) Consul Cortina GT. Cortina 1300 Cortina 1600. Cortina GT. Capri 1600. Capri 2000.	67 4-OHV 67 4-OHV 68-70 4-OHV 68-70 4-OHV 68-70 4-OHV 71 4-OHV	3 1878 2 867 9 3 1878 2 867 9 3 188 2 48 7 3 188 3 056 9 3 188 3 056 9 3 188 3 056 9	3.09 48.5–4800 1.54 65–4700 1.54 83.5–5200 9.2 61.5–5000 7.5 71–5000 7.5 89.5–5400³ 7.51 87.5@3400 22 100@3600 4 '69, 720. 5 '7	8.7 175 9 185 9 185 9.0 168 9.0 188 9.0 188 8.0 165 9.0 7 0, 2.75. 6 70,	63–2700 500–551 88.5–2500 — 97–3600 680–720 75.5–2500 600 102–3600 700' 96@3000 850 120@3600 750 3.0. *T Lowest read	580-620 Yes	Rot. Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF 2.2 FF 3.5 FF 3.2 FF 3.2 FF 3.6 FF 3.6 FF 4	35-40 35-40 25 35-40 23 35-40
	67 4-OHV <sup>2</sup> Available for serv		05.1 69.5–4800	8.4 165–175	91.4-2400 600	600 No	Rot.	FF 3.7	75 40
	67 4-DOHC  Additional centri	2.15 2.56 1 ifugal filter off can	48.8 57-8500 n chain. Service du	9.5 163 uring overhaul.	37.6-5500 1200	- No	Rot.	FF <sup>1</sup> 3	14.2
IMPERIAL BY3, CY1, DY1, EY1. 440 cu. in	70 V8-OHV	4.32 3.75 4 4.32 3.75 4	40 350-4400 40 350-4400 40 335@4400 4 EY1, 10.1.	104 130-165 9.7 110 8.8 110	480-2800 — 480-2800 — 460@3200 —	500 <sup>3</sup> No 800 No 650 No	Rot.	FF 4 <sup>3</sup> FF 3.2 FF 3.2	
Bellett	. 67-69 4-OHV 1 '69, 81-5200.	3.11 2.96 8	9.78 71–50001	8.5 170	81.7-2200 600-650	0 - No	Rot.	FF 2.8	3 57
JAGUAR Mk. X, XKE, 420, 420G, XJ	. 67-68 6-OHC 2'69-'71 245 @ 5	500 8'69-'71.	10.6 210-5500 <sup>16</sup> 600. 4'69-'71.	XKE, XI, 283 @	283-4000 <sup>4</sup> 700 <sup>8</sup> 215-3000 600 <sup>16</sup> 3750. <sup>11</sup> Park posi 5500; Conventional ic	500 <sup>11</sup> Ye 500 <sup>12</sup> Ye tion (Manual tra lle 700; oil pressu	Rot.	FF 6 <sup>14</sup> FF 5.5 (KE); '69-'71 2500 rpm.	40-4515,16
	. 67-69 V8-OHV . 67-71 6-OHV . 67-71 V6-OHV	4.00 3.25 3 3.75 3.50 2 3.75 3.40 2 3.8 3.850 3		7.44 125 8.7 145 8.5 145 9.0 — 9.0 — ead Camshaft.	114-2000 600 340-2700 550 215-1600 550 235-2400 550 350-2400 650-70 4 6.9 optional, '71, 6	- Ex 500 No 550 No - No 0 650-700 No 7 standard.	Gear Gear Gear	BP 3.3 FF 3.3 FF 3.3 FF 45	55 50
LAND ROVER Series II 2 ¼ litre (88, 109). 2¼ litre Diesel (88, 109). 2.6 litre 6 cyl	67-68 4-OHV 67-68 6-OISE <sup>1</sup>	3.563 3.5 1 3.063 3.625 1 3.562 3.50 1	39.5 77–4250 39.5 62–4000 57.5 109–5000 39.5 77–4250 30 mph.	7 145 23 — 8.8 165 7.1 145	124-2500 400-45 103-1750 600 136-3000 850-950 124-2500 750-800	- Ex Ye	Gear	FF 6.5 FF 7.5 FF 7.5	50-60

P—By pass. FF—Full flow. —Shunt type.		No. of			Cu. In.	ВНР	Com	pression	Max. Torque	Idle Spee	ed (rpm)	Valve		Engine Lu	brication	n
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	ft. lb./	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Norma Pres.
NCOLN-CONTINENTAL																
ontinental MK III.	68-69	V8-OHV	4.38	3.83	462 460	340-4600 365-4600	10.25	180± 20	485-2800 500-2800		450-575 550	No No	Rot.	FF FF	5	35-55 35-75
	SEE F	ORD SPEC	CIFICA	TIONS I	FOR 197	0-1971.						140	Rot.	FF	•	22-12
AZDA		t 2000 rpm	; '69, 35	-60 psi.	5 Fr	om '69, lowes	t reading	g must be	within 75%	of highest						
00 Sedan, Estate	69	4-OHC		3.0709		82.00-5700		164	86.5-2800				Roto.		3.7	64
00 Sedan, Estate	69-70	4-OHC 4-OHV	3.0709	3.7000		104.0-5500 73.0-6000	8.6	162 169	109.0-3000 72.0-3500	600±50	600±50	Yes Yes	Roto.1		4.1	64
00 Coupe 00 Sedan, Coupe	69-71	2 Rotors	_	_	-	110-7000	9.4	128	100.0-4000	700		_	Roto.1	FF	4.2	64
00 Sedan, S/Wagon	71	4-OHC		2.64 3.7000		64@6000 98@5500	8.6	169 162		600±50 600+50	<del></del>	Yes Yes	Roto!		3.2	64
Sedan, Coupe	71	4-OHC	3.07			88@6000	8.6	169		750	750	Yes	Rot.	FF	3.16	50-6
ERCEDES-BENZ		-Trochoid	gear.													
0Dc, 190Dc, 200D (diesel)	67	4-OHC	3.43	3.29		60-4200	21		82-24006	7-800	_	Ex	Gear	FF	3.5	71
0SE	67	4-OHC 6-OHC	3.43	3.29	133.9	105-5400 134-5000	9 8.7	160_	122.2-3800 151.8-4100				Gear Gear	FF FF	3.5	80
0 0S	67	6-OHC 6-OHC	3.22	2.86	140.7	118-5400	9	160	137-3800	_	_	_	Gear	FF	4.8	80
)SL	67	6-OHC	3.23	2.87	140.7	135-5600 170-5500	9 9.3	160_	144.7-4400	Ξ			Gear	FF FF	4.8	80 80
OS	67	6-OHC	3.23	4.81	152.3	146-5600	9	-	157.3-4200	_		_	Gear	FF		80
JSE, 300SEL	67	6-OHC 6-OHC	3.23	4.81	152.3 182.8	170-5600 195-5500	9.3		173.5-4500 203.2-4100				Gear Gear	FF FF		80 80
0. 0/8, D/8.	67	V8-OHC	4.05	3.74 3.638		300-4100	9	-	433.9-3000	8	- 8	-	Gear	FF&BI		45
0/8	68_60	6-OHC	3.118	2.866	134	116-4100 <sup>8</sup> 135-5600	$9.0^{8}$ $9.0$		142-30008 145-3800	11	11	12 12	Gear	FF FF	3.5 <sup>15</sup> 4.75 <sup>15</sup>	45
0/8, C/8 <sup>18</sup> . 0SE/8, 280SL/8, SEL/8, 300SEL/8	68-70	6-OHC	3.228 3.30514	3.102	159.4	146-5600 147-54009	9.0	-	161-3800	13	18	12 12	Gear	FF	4.7515	45
00	69	6-OHV	3 41	31		157-5400	9.5		181-3800 <sup>10</sup> 181-3800	800	800-900	Yes	Gear Gear	FF FF	4.75 <sup>15</sup> 4.75 <sup>15</sup>	
OSEL 6.3, 600	69	V8-OHV				300-4100 00D, 87-2400	9		434-3000	550	550	_	Gear	FF&BF	5 715,1	6 45
	c/case	e, 4 qts., oil	pres., 4	5; '69-'7	0,220/8	BHP, 116-5	200. idle	conv. & A	65 hp. @ 42 /T. 850-900	v/seat in	1;1; 96 ft. serts.	9 SE. SI	69, & SEL.	idle conv.	& A/T,	700-80
	'69, S	/8, 157-540 v/seat inser	00, SL8,	195-5900	). 10	SE, 193 ft. lb cept S/8 800	. @ 450	0; SL & SE	EL., 195 @ 4	700.	1 '69. idle	conv. &	idle. 800	-900.		
	17 300,	6.3; 600, 4	.05. 386			rom '70.	1-900.	14 69, 3.	41. 10 I I	ot. extra w	hen filter	changed	. 10 3	600; 600, 5	.3.	
emet 200-6 cyl., 1968 Montego	67_68	6.OHV	3.68	3.126	200	120-4400	9.2	175+ 20	190-2400	575-60010	500 5351	10 NT	ъ.	FF	2.7511	0 25 5
omet 289-V8 (2V)	67	V8-OHV	4.0	2.87	289	200-44005	9.35	150±20	282-24005	575-600	475-500	No No	Rot.	FF FF		0 35-5 35-5
omet 390-V8 (2V) omet 390-V8 (4V, HP)	67	V8-OHV V8-OHV	4.05	3.78 3.78	390 390	265-4400 <sup>7</sup> 315-4600 <sup>8</sup>	9.57		401-2600 <sup>7</sup> 427-2800 <sup>9</sup>	575–600 575	475–500 475	No No	Rot.	FF	4. 254	
met 427-V8 (4V. 8,	67	V8-OHV	4.23	3.78	427	425-60007	11.1	$180 \pm 20$	480-37007	700	-	No	Rot.	FF FF	5	35-6 40-5
omet, Cyclone, Montego 302-2V, 4V omet, Cyclone, Montego 390-2V.	68	V8-OHV V8-OHV	4.00	3.00	302 390	210-4400 <sup>12</sup> 270-4400	9.5 <sup>12</sup> 9.5		295-2400 <sup>12</sup> 390-2600	625 625	550 550	No No	Rot.	FF FF	4 4	35-6
met, Cyclone, Montego GT 390-4V	68	V8-OHV	4.05	3.78	390	320-4800	10.5	190± 20	427-3200	600	550	No	Rot.	FF	4	35-6 35-6
met, Cyclone, Montego 427-4V-V8	68 SEE, F	V8-OHV ORD SPE	4.23 CIFICA	3.78 TIONS	427 FOR 19	390-5600	10.9	$180 \pm 20$	460-3200		600	No	Rot.	FF	5	35-6
	1 @ 20	00 rpm., ho	t. 2	In drive	range.	4 Includes	oil filter.	5 4V e	engine, 225-4	4800, CR	10, torque	305-320	0; HP e	engine, 27	1-6000; 1	10.5 C
	torque	e 312-3400.	al idle, 7	V, 410 hr 00: A/T	550: cra	0; 476 ft. lb.	@ 3400.	8 HP	335 @ 4800	. • HP V, 235 hp.	427 @ 3	3200				
ugar 289 V8 (2V)	67	V8-OHV	4.0	2.87	289	200-4400	9.3			575	475	No.	Rot.	FF	4	35-5
ougar 289 V8 (4V)		TIO OF THE	4.0		289	225-4800	10	150+ 20		600	475			FF		



## Good company to keep

All Fram products are guaranteed to meet or exceed new vehicle warranty requirements...we put it in writing.

Fram Canada Limited, Stratford, Ontario



BP—By pass. FF—Full flow.		No. of			Cu. In.	ВНР	Com	pression	Max. Torque	Idle Spee	ed (rpm)	Valve	- 1	Engine Lu	brication	
MAKE & MODEL	YEAR	Cyls. & Štyle	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	f+ 1h/	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Norma Pres.
MERCURY continued									Property.							
Cougar 390 (HP) Cougar 302-2V-4V-V8 Cougar 302-2V-4V-V8 Cougar 427-4V-V8	. 68	V8-OHV V8-OHV V8-OHV V8-OHV ORD SPE		3.78 3.00 3.78 3.78	390 302 390 427 FOR 1	335-4800 210-4400 <sup>2</sup> 270-4400 <sup>3</sup> 390-5600	10.5 9.5 <sup>2</sup> 9.5 <sup>3</sup> 10.9	150± 20	427-3200 295-2400 <sup>2</sup> 390-2600 <sup>3</sup> 460-3200	575 625 625	475 550 550 600	No No No No	Rot. Rot. Rot. Rot.	FF FF FF FF	4 4 4 5	35-65 <sup>1</sup> 35-60 35-60 35-60
	1 @ 20	00 rpm. (he e 427 @ 32	ot). 2			4800; CR 10.	5; torqu	e 318 ft. lk	o. @ 3200.	* 4V. 3	20 hp. @	4800; CR	10.5.; 1	oressure l'	90± 20;	
Acteor 240- 6 cyl Acteor 289 V8 (2V) Acteor 390 V8 (2V) Acteor 390 V8 (4V) Acteor 302-2V-V8. Acteor 302-2V-V8. Acteor 390-2V-V8. Acteor 390-4V-V8. Acteor 428-4V-V8	. 67–68 . 67 . 67 . 68 . 68 . 68 . 68 . 5EE F	6-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	4.0 4.00 4.05 4.13 4.00 4.05 4.05 4.13 CIFICA	3.18 2.87 3.78 3.98 3.00 3.78 3.78 3.98 TIONS		150-4000 <sup>5</sup> 200-4400 265-4400 345-4600 210-4400 270-4400 315-4600 345-4600 969-71.	9.2 9.3 9.5 10.5 9.5 9.5 10.5	150± 20 180± 20 190± 20 150± 20 180± 20 190± 20	234-2200 <sup>5</sup> 282-2400 401-2600 462-2800 295-2400 390-2600 427-2800 462-2800	500–525 575–600 575–600 575–600 625 625 625 625	500-525 475-500 475-500 475-500 550 550 550 550	No No No No No No No No	Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF FF	3.5 4 4 4 4 4 5	35-60 <sup>2</sup> 35-55 <sup>2</sup> 35-65 <sup>2</sup> 35-65 <sup>2</sup> 35-60 35-60 35-60
90 V8 (2V) 28 V8 (4V) 10 V8 (4V) Jercury 390-2V-V8. Jercury 390-4V-V8. Jercury 428-4V-V8.	67 68 68 68 SEE F	V8-OHV V8-OHV V8-OHV V8-OHV ORD SPE	4.05 4.13 4.05 4.05 4.05 4.13 CIFICA	3.78 3.98 3.98 3.78 3.78 3.98 TIONS	390 428 410 390 390 428 FOR 19	265-4400 345-4600 330-4600 270-4400 315-4600 345-4600	9.5 10.5 10.5 9.5 10.5 10.5	180± 20 190± 20 190± 20	401-2600 462-2800 444-2800 390-2600 427-2800 462-2800 ith emission	575–600 575–600 575 625 625 625 625	475–500 475–500 475 550 550 550	No No No No No No No	Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF	4 4 4 5 5 crease by	35-554 35-554 35-654 35-60 35-60
IG	100 rp	om for stan	dard tra	nsmissio	n and by	y 50 rpm for	automati	CS.								
GB & GT idget G Midget III	. 67 . 68–71	4-OHV	3.16 2.543 2.781		109.7 67 77.8	94-5500 <sup>5</sup> 59-5750 65-6000 <sup>5</sup> From '0	8.8 8.9 8.8		110-3000 62-3250 72-3000	6504	ıΞ	No No No	Rot. Rot. Rot.	FF FF FF	3.75 31 31	50-80 <b>30-6</b> 0 50
BO cu. in. V8 (250 hp.)		V8-OHV	3.9385		330	250–4800	9	2	335-2800	600	500	No	Cana	FF	3	30-45
30 cu. in. V 8 (200 hp.) 30 cu. in. V 8 (310 hp.) 30 cu. in. V 8 (310 hp.) 30 cu. in. V 8 (316 hp.) 30 cu. in. V 8 (315-320 hp.) C0 cu. in. V 8 (325-320 hp.) 25 cu. in. V 8 (330-375 hp.) 25 cu. in. V 8 (300 hp.) 25 cu. in. V 8 (300 hp.) 25 cu. in. (310 hp.) 85 L6. oronado 00 cu. in. 6 Cyl. 50 cu. in. V 8 2 bbl. & 4 bbl. 00 cu. in. V 8 2 bbl. & 4 bbl. 55 cu. in. V 8 2 bbl. 55 cu. in. V 8 98 & Toronado. 50 cu. in. V 8 98 & Toronado. 50 cu. in. C. 2 bbl., H.C. 4 bbl.	67 67 67 67 67 67 67 67 67 68-69 68-69 68-69 68-69 70	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV 6-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV	3.9385 3.9385 4.125 4.125 4.125 4.125 4.125 3.875 4.125 3.875 4.057 3.870 4.126	3.385 3.385 3.385 3.975	330 330 330 400 425 425 425 425 425 250 425 250 400 400 455	250-4800 310-5200 320-5200 350-5000 375-4800 365-4800 310-4400 155-4200 385-4800 155-4200 250-4400 <sup>19</sup> 290-4600 <sup>29</sup> 310-4200 <sup>8</sup> , <sup>21</sup> 365-600 <sup>23</sup> 365-5000 <sup>10</sup>	9 10.25 10.25 10.25 10.25 10.50 10.25 9.025 8.5 10.5 8.5 9.0 <sup>19</sup> 9.0 <sup>20</sup> 9.07 <sup>21</sup> 10.25 9.0° 10.25	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	355-2800 340-3600 360-3600 440-3600 470-3200 470-3200 430-2400 450-2400 240-2000 475-3200 235-1600 <sup>3</sup>	600 600 600 600 550 550 550 550 570 7004 850	500 500 500 550 550 550 500 500 500 500	No N	Gear Gear Gear Gear Gear Gear Gear Gear	171	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	30-45 30-45 30-45 30-45 30-45 30-45 30-45 30-45 30-45 30-45 30-45 30-45 30-45 30-45

```
250 cu. in. 6 cyl.....
                                      6-OHV
                                              3 875
                                                              145@4200
                                                                             100
                                                                                    230@2000
                                                                                                           No
                                                                                                                Gear
V&OHV
                                              4.057
                                                   3 385
                                                         350
                                                              240@4200
                                                                             100
                                                                       8.5
                                                                                    350@2400 750
                                                                                                   600
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                             3.25
                                                                                                                                  30-45
V8-OHV
                                              4 057 3 385
                                                         350
                                                              260@4600
                                                                       8.5
                                                                             100
                                                                                                   600
                                                                                    360@2800 750
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                             3.25
                                                                                                                                  30-45
V8-OHV
                                              4.125
                                                   4.25
                                                         455
                                                              280@4000
                                                                       8.5
                                                                                    445@2000
                                                                                                   600
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                             3.25
                                                                                                                                  30-45
V8-OHV
                                              4.125
                                                   4.25
                                                         455
                                                              320@4400
                                                                       8.5
                                                                             100
                                                                                    460@2800
                                                                                            750
                                                                                                   600
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                             3 25
                                                                                                                                  30-45
V8-OHV
                                              4.125 4.25
                                                              340@4600
                                                         455
                                                                       8 5
                                                                             100
                                                                                    460@3200 750
                                                                                                   600
                                                                                                           No
                                                                                                                      FF
                                                                                                                Gear
                                                                                                                             3.25
                                                                                                                                  30-45
V8-OHV 4.125 4.25
                                                         455
                                                              350@4700
                                                                             100
                                                                                    460@3200 750
                                                                       8 5
                                                                                                   600
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                                  30-45
                                                                                                                             3.25
455
                                                              350@4400
                                                                             100
                                                                                    465@2800 —
                                                                                                   600
                                                                      8.5
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                             3.25
                                                                                                                                  30-45
                                 2 100 psi minimum. Lowest compression should not be less than 80% of highest reading.
                                                                                                3 '70 240-2000.
                                                                                                             4 '70, 750,
                                                                                                                      5 '70, 600,
                                 <sup>6</sup> '70, L.C. 2 bbl.; H.C. 4 bbl., H.P. 325-5400, R. 10.5, torque 360-3600, idle 750, 625, option 310-4800, 10. 25, 390-3200, 650, 575
                                 370 hp @ 5400, 10.5, 500 ft. lb. @ 3600, M/T 750, A/T 650; 375 hp @ 4600, 10.25, 510 @ 3000, A/T 600; 390 hp @ 5000, 10.25, 500 @ 3200
                                  A/T 575: 400 hp @ 4800, 10, 25, 500-3200, A/T 600.
                                 19 4 bbl.: 310 hp. @ 4800, CR 10.0, 390 ft. lb. @ 3200; '69, 2 bbl.; max. tor. 355-2600, 4 bbl., CR 10.25, w/force air engine 325 hp. @ 5400.
                                  CR 10.25. 360 @ 3600, idle speed 1000. 20 4 bbl.: 350 @ 4800, CR 10.5, 440 @ 3200 w/standard transmission.
                                   W/Auto. transmission 325 hp. @ 4600, 440 ft. lb. @ 3000.
                                  @ 2400. 22 '69, w/SMT; w/AMT 325 hp. @ 4600, torque 440 @ 3000; w/force air engine 360 hp @ 5400, torque 440 @ 3600, idle speed 1250.
                                 23 '69, 375 hp. @ 4600.
                                                  24 390 hp. @ 5000, 400 @ 4800, torque 500 @ 3200
OPEL
GT-77..... 71 4-OHC
                                             3.66 2.75 115.8 90@5200
                                                                       76
                                                                                    111@3400 875
                                                                                                   825
                                                                                                                Gear
                                                                                                                             2.5
PEUGEOT
3.307
                                                              80-56004
                                                                       8 32
                                                                             175
                                                                                    97.5-25003 680
                                                                                                   770
                                                                                                                Gear
                                                                                                                                  456,7
204 68-69 4-OHV
                                              2 952 2 519
                                                        68.93
                                                              58-5800
                                                                       8.8
                                                                             180
                                                                                    65-3000 —
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                                  45
2.952 2.519
                                                        68 93
                                                              60-5900
                                                                        8 8
                                                                                    65-3500
                                                                             -
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                                             3 5
                                                                                                                                  51 126
                                                   2.76
2 992
                                                         78.57
                                                              70-6100
                                                                       8.8
                                                                                    74 74-3750 -
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                           Yes
                                                                                                                            3 5
                                                                                                                                  51.126
3.307 3.188 109.65 87-5500
                                                                       8 35
                                                                                    108 5-3000 -
                                                                                                           Yes
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                             3 5
                                                                                                                                  476
                                 <sup>2</sup> Fuel inj., 8.8.
                                              <sup>8</sup> Fuel inj., 103-3000.
                                                               4 Fuel inj., 96-5500.
                                                                                6 '70, at 2000 rpm.
                                                                                                7 '70. 3.5 qts., 47 lbs. sq. in.
3.91
                                                         318
                                                              230-4400
                                                                       9.016
                                                                             125-16521 340-2400
                                                                                            50014,20
                                                                                                   50016,20
                                                                                                           No
                                                                                                                Rot.
                                                                                                                             3 25
                                                                                                                                  45-65
440 V8...... 67-69 V8-OHV
                                              4.32
                                                   3.75
                                                         440
                                                              350-44005
                                                                        10 1
                                                                             130-165 480-28005
                                                                                            5005,14
                                                                                                   5005,14,25
                                                                                                           No
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                                             3.25
                                                                                                                                  45-65
4.25
                                                  3.75
                                                         426
                                                              425-5000
                                                                        10.25
                                                                             130-16523 490-4000
                                                                                            7501
                                                                                                   5003.1
                                                                                                           No
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                                             3.2524 45-65
225
                                                              145-4000
                                                                             130-16019 215-2400
                                                   4.125
                                                                       8.4
                                                                                            55014,20
                                                                                                   55014,20
                                                                                                           No
                                                                                                                      FF
                                                                                                                Rot.
                                                                                                                             3.25
                                                                                                                                  45-65
3.63
                                                   3.31
                                                         273
                                                              180-420015
                                                                       8 815
                                                                             120-150 260-160015
                                                                                            50015
                                                                                                   50014
                                                                                                           No
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                                            3.25
                                                                                                                                  45-65
383 V8 (2 bbl.) 67-69 V8-OHV 4.25
                                                   3.38
                                                         383
                                                              270-440017
                                                                       9.2
                                                                             130-165 390-2800
                                                                                            55014,22
                                                                                                   55016,22
                                                                                                           No
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                                            3.25
                                                                                                                                  45-65
383
                                                              325-480018
                                                                       10
                                                                             130-165 425-280018 55016,20
                                                                                                   55016,20
                                                                                                           No
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                                            3.25
                                                                                                                                 45-65
                                 1 69. 800: 70, 900. 5 67, 900. 5 Also 375 hp. @ 4600, 480 ft. lb. @ 3200, idle, 650; 69, H.P. ER2 700, 650. 14 68-69, conventional and Tidle; 650,
                                 15 '68 190 hp. @ 4400, C/R 9.0, 260 ft. lb. @ 2000, conventional idle 700. 16 '68-69, C/R 9.2, 340 ft. lb. @ 2400, A/T idle 600.
For Cricket see Sunbeam
                                 17 '68, 290 hp. @ 4400.
                                                  18 '68, 330 hp. @ 5000, 425 @ 3200. 19 '69, 110-140: '70, 100
                                                                                                  20 '69, conv. 700 A/T 650.
                                                                                                                      21 '69, 125-155.
                                 22 '69, conv. 700, A/T 600.
                                                     28 '69, 150-205; '70, 110.
                                                                         24 '69, 4.0.
                                                                                   25 '69, A/T 600.
8.8
                                                              230-4400
                                                                             100
                                                                                    320-2000 750
                                                                                                                Rot.
                                                                                                                            3 25
                                                                                                                                  45-60
3 38
                                                         383
                                                              290-44001
                                                                       8 71
                                                                             1001
                                                                                    390-2800 750
                                                                                                   6501
                                                                                                           No
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                                            3 25
                                                                                                                                  45-60
4.32
                                                  3.75
                                                              350-4400
                                                                       9.7
                                                                             110
                                                                                    480-2800
                                                                                           6502
                                                                                                   6002
                                                                                                           No
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                                            3 25
                                                                                                                                  45-60
440 cu. in. 3-2 bbl. 70 V8-OHV 4.32 3.75 440 SEE DODGE SPECIFICATIONS FOR 1971.
                                                              390-4700
                                                                       10.5
                                                                             110
                                                                                    490-3200
                                                                                            900
                                                                                                   900
                                                                                                           No
                                                                                                                Rot.
                                                                                                                      FF
                                                                                                                            3 25
                                                                                                                                  45-60
                                                                1 W/2 bbl.; w/4 bbl., H.P. 330-5000, ratio 9.5, pres 110, A/idle 700.
                                                                                                                  2 '70, H.P. M/T 900, A/T 800,
PONTIAC
155-4200
                                                                       8 5
                                                                             13018
                                                                                    235-1600
                                                                                                                Gear
                                                                                                                                  30-4515
7000, 75000, 76000 (283 V8, 2-bbl, carb.)...... 67 V8-OHV
                                                              195-4600
                                                                       9 25
                                                                             150
                                                                                    285-2400
                                                                                            500
                                                                                                   5005
                                                                                                                      FF
                                                                                                           No
                                                                                                                Gear
                                                                                                                                  30-45
4.0
                                                  3 25
                                                         327
                                                              210-4600
                                                                       8.75
                                                                             150
                                                                                    320-2400
                                                                                            700
                                                                                                   600
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                            3 25
                                                                                                                                  50-65
75000, 76000 (327 V8, 4-bbl. carb.) . . . . . . . . . 67-68 V8-OHV
                                                   3,25
                                                         327
                                                              275-4800
                                                                             160
                                                                       10
                                                                                    355-3200
                                                                                            50017
                                                                                                   5001
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                            316
                                                                                                                                  30-4515
3.76
                                                              325-4800
                                                                       10.25
                                                                             160
                                                                                    410-3200
                                                                                            450-55017 450-55017
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                            316
                                                                                                                                  50-75
                                              4.25
75000, 76000 (427 V8 w/4-bbl. carb.) . . . . . . . . 67-68 V8-OHV
                                                   3.76
                                                         427
                                                              390-540012
                                                                       10 25
                                                                             160
                                                                                    460-360018 500-60017 500-60017
                                                                                                                            316
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                                  50-75
75000, 76000 (350 V8 2, 4 bbl. carb.)........... 69-70 V8-OHV
                                                   3.48
                                                         350
                                                              250-480019
                                                                       9 019
                                                                             150
                                                                                    345-320019 700
                                                                                                   600
                                                                                                           No
                                                                                                                      FF
                                                                                                                Gear
                                                                                                                            3.25
                                                                                                                                  50-6520
3 76
                                                              265-4800
                                                                       90
                                                                             160
                                                                                    400-2800
                                                                                            700
                                                                                                   600
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                            3.25
                                                                                                                                  50-75
                                                   3.76
V8-OHV
                                              4.25
                                                         427
                                                              335-4800
                                                                        10.25
                                                                             160
                                                                                    460-3200
                                                                                            800
                                                                                                   600
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                            3.25
                                                                                                                                  50-75
75000, 76000 (400 V8, 2 bbl.) . . . . . . . . . . . 70 V8-OHV
                                              4.125
                                                   4.0
                                                              265-4400
                                                                       90
                                                                             160
                                                                                    400-2400
                                                                                            700
                                                                                                   600
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                            3.25
75000, 76000 (454 V8, 4 bbl.) . . . . . . . . . . . 70 V8-OHV
                                              4.25
                                                   4.0
                                                              390-480021
                                                                       10.25
                                                                             160
                                                                                    500-340021 700
                                                                                                   600
                                                                                                           No
                                                                                                                Gear
                                                                                                                      FF
                                                                                                                            3.25
                                                                                                                                  20
                                 12 385 @ 5200.
                                                          15 '68-'69 pressure 50-65.
                                                                             16 '68-'69 crankcase 3. 25 gts. 17 Conventional idle 700, A/T 600.
                                              18 460 @ 3400.
                                 18 '68-'69. 140, 700, 550; '70, 750, 600. 19 '69-'70, 4 bbl., 300-4800, 10.25, 380-3200. 20 '70, 40-2000 rpm. 21 '70, option w/AT 345-4400, 500-3000,
```

BP—By pass. FF—Full flow.		No. of			Cu. In.	ВНР	Con	pression	Max. Torque	Idle Spee	ed (rpm)	Valve		Engine L	ubication	
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure	ft. lb./	Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
	67-69 67-69 68-69 70 70 70 71 71 71 71 71 SEE CF 1 '70, fat 3 '70, op 17 or 32' 18 or 37' 23 '68'-6	V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV JE-VROLE tted to Cat ption 350 h	4.12 4.12 4.12 4.12 4.15 4.15 4.15 4.15 T SPEC alina, Exo o @ 520 00 rpm & 0 rpm & '69, 850	3.75 4 0 3.746 3.746 3.746 4.206	400 2428 3 3428 3 3550 22 3600 3 36555 3 36550 2 26555 2 26555 2 37555 3 3750NS FC Grand P 445 @ 36 b. @ 290 b. @ 340 b.	190_460017,25 160_460018,26 190_5200 155_4600 155_4600 155_4600 150_44	10.518 10.75 8.8 8.82 104 8.0 8.2 8.2 8.2 8.2 8.4 0-6 cyl, ille. 0, option @ 5000 10.75:1.	185-210 185-210 185-210 185-210 150-170 150-170 150-170 185-210 185-210 140 140 140 140 140 140 140 1	355-2800 397-2400 <sup>2</sup> 445-2900 <sup>3</sup> 500-2700 <sup>4</sup> 350@2400 400@2400 455@2000 455@2000 480@3600 00 V8 2 bbl, m 290 hp @ 9 4600, 10 2 3000; 350 @	700 <sup>28</sup> 28 800 800 950 950 950 0 0 0 0 0 0 0 0 0 0 0 0 0	185-210, 100. 40 @ 320 , 850. & Q'jet o	0; 350 @ 21 '68, 60 carb., or	4800 & 00; '69, 6	50. <sup>22</sup> 8 445-30	'68, 4.25	30-40 30-40 45-50 45-50 30-40 30-40 30-40 30-40 30-40 55-60 55-60 55-60 55-60
Tempest & '67 Firebird 6 Cyl. (CR 9:1). Tempest & Firebird 6 Cyl. (CR 10.5:1) Tempest & '67 Firebird 326 V8 (CR 9.2:1) Tempest & '67 Firebird 326 V8 (CR 9.2:1) Firebird 400 V8 (325 hp). Firebird 400 V8 (Ram Air). Tempest GTO 400 V8 (335 hp). Tempest GTO 400 V8 (336 hp). Tempest & Firebird 6 Cyl. (175 h.p.). Tempest & Firebird 2 bbl. Tempest & Firebird 2 bbl. Tempest & Firebird 4 bbl. Tempest GTO 4 bbl. Tempest GTO 4 bbl. Tempest HO 4 bbl. Tempest HO 4 bbl. Firebird (Ram-Air) 4 bbl. Firebird (Ram-Air) 4 bbl. Firebird (Ram-Air) 4 bbl. Tempest, Firebird 250 L6. Tempest, Firebird 350 V8. Tempest, Firebird GTO 400 V8 4 bbl. Tempest, Firebird GTO 400 V8 4 bbl. Tempest, Firebird GTO 400 V8 2 bbl. Firebird 400 V8 Ram Air GTO 400 V8 4 bbl. Ram Air III, IV	67 67 67 67 67 67 68–69 68–69 68–69 68–69 68–69 70 70 70 70 70 70 70 70 70 70 70 70 70	6-OHC V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHV V8-OHO V8-	3.875 3.712 4.12 4.12 4.12 4.12 3.875 3.875 3.875 3.875 4.12 4.12 4.12 4.12 4.12 4.12 4.12 4.12	3 25 3 75 3 75 3 75 3 75 3 75 3 75 3 75 3 7	230 2 2326 2 2400 3 3400 3 3400 3 3400 3 3400 2 550 1 250 2 250 1 350 2 250 3 300 3	50-5000 60-5100 60-5400 35-5000 35-530017 55-4200 555-4600 30-480019 665-4600 345-5000 366-510020 660-4300 38, 610.	8.6 10.75 10.75 10.75 10.75 10.75 8.5 8.8 10.25 8.8 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5	185-205 185-200 185-210 185-200 185-210 185-210 185-210 185-210 150-170 150-170 185-210 185-210 185-210 185-210 185-210 185-210 185-210 185-210 185-210 185-210 185-210 185-210 185-210 185-210 185-210 185-5 150-170 185-5 150-170 185-5 150-170 185-5 150-170 185-5 150-170 185-5 150-170 185-5 170-170 185-5 180-170	216-2600 240-3800 333-2800 3359-3200 410-3400 410-3600 441-3400 438-3600 255-3800 355-2800 380-3200 <sup>15</sup> 397-2400 445-3600 445-3600 445-3600 430-3400 430-3400 430-3400 430-3000 <sup>17</sup> 397-2400 430-3400 430-3400 430-37000 <sup>18</sup> 397-2400 430-37000 <sup>18</sup> 397-2400 445-3600 <sup>30</sup> 500-2700					FF FF FF FF FF FF FF FF FF FF FF FF FF		26-36 30-40 30-40 45-50 45-50 45-50 45-5016 45-5016 30-40 30-40 55-60 55-60 55-60 65-60 65-60 65-60 65-60

your profit picture

5 ways brighter.



The engine protector. Castro Castrol Oils (Canada) Limited

paks now. They'll help make your profit

picture at least five ways brighter!

BP—By pass. FF—Full flow.		No. of			CI	DUD	Com	pression	Max.	Idle Spee	d (rpm)	Valve	- 24 100	Engine L	ubricatio	n
Sh—shunt type.  MAKE & MODEL	YEAR		Bore	Stroke	Cu <sup>·</sup> In. Disp.	BHP @ rpm	Ratio (To 1)	Pressure	ft. lb./	Conv. Trans	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
	67 68-69 68-69 70-71 70-71 70-71 1 Horiz 3 T: 8.	4-OHV 6-OHC 6-OHC	3.307 3.307 cosed, Ai '68, 9.8	2.92 2.6 2.92 2.60 2.6 2.6 2.6 r cooled. ; E: '69,	96.5 121.5 96.5 121.5 133.9 133.9 133.9 133.9	148-6100 102-5800 180-6600 180-6600 102-5800 2 142@5800 175@6200 125-5800; L 169, 9.9.	4 '68. T:	145 145 145 145 145 145 148 150 00; '68 L: 140; '69, 7	1: 145; E: 1	950 E: '69, 158 48; S: 150	-650; S: '5 T: '69, E	131@ 44	100; L: 14	FF BP FF FF FF FF 190–6800 45 @ 4200	J; D: 00,	28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5
	. 67-71 . 67-71 . 69-71 . 70-71 . 70-71 . 70-71 1 Rear 8 From	4-OHV <sup>1</sup> 4-OHV 4-OHV 4-OHV	2.756 <sup>5</sup> 2.992 2.933 2.756 2.874 3.013 3 Cara 9 From	3.189 2.834 2.836 3.031 3.276 avelle "1 m '69, 2.	67.61 89.7 76.59 67.6 78.6 95.45 100", hp	32-4250 50-4900 <sup>3</sup> ,11 64.4-5000 110-6750 67-5500 57-48001 <sup>3</sup> 80-50001 <sup>5</sup> 55-5100. 10 From '69, 1 -5250, 8.5, 66	9.5 8.018 8.6 5 Remo		48-2300 65-2500 <sup>11</sup> 81.4-2500 <sup>1</sup> 92-5000 67.5-3000 78-2500 <sup>13</sup> 93-3000 <sup>15</sup> ve liners. From '69, I	1000 750 650 <sup>13</sup> — <sup>15</sup> 6 72 @ 46 R8, R10; 4	650 <sup>14</sup> 000 rpm, 6-4600, to	praue. 57	1-3000.	BP FF FF FF FF 7 Front-12 Fro 101-5750,	om '69, 8	0-2800.
ROVER 2000 2000TC 2000TC 2000TC 3500S	67-68 69-70 69-71 70-71	4-OHC 4-OHC 4-OHC	3.375 3.375 3.5	3.375 3.375 3.375 2.8	120.8 2 2 215	90-5000 113.5-5500 99-5000 124-5500 184-5200 2000 cc.	9.1 10.1 10.5	200 190 160 190 185 '70, at 100	113.5-2750 126-3500 121-3600 132-4000 226-3000 00 rpm.	0 600 600 800 800	800 720-775	Yes Yes Yes Yes Yes	Rot. Gear Rot. Rot. Gear	FF FF FF FF	4 4 4 4.5 4	50-60 50-60 50-60 50-60 30-40 <sup>8</sup>
SIMCA 1000. 1000. 1118. 1204. 1204.	. 69 . 69–70 . 69 . 70	4-OHV 4-OHV 4-OHV 4-OHV	2.67 2.68 2.91 2.91 2.91 2.91 c on vibra	2.56 2.56 2.76 2.76 2.76	57.6 68.2 73.4 72.4 72.4	50-5200 55-5600 56-5600 62-5800 62-5800 64@5800 ervice every s	8.2 9.1 9.0 9.6 8.7 8.7 spring ar	- - - - - d fall.	54-2800 57-3300 56.5-2600 65-3600 65-3400 68@3400 * At 3000 rp	850 850 850	- - - 850 850	Yes Yes No No No No	Gear Gear Gear Gear Gear	FF <sup>2</sup> FF FF FF FF	2.0 2.5 2.5 2.5 2.5 2.5	578 578 60-758 60-758 60 60
SKODA 1000 MB, MBX 1000 MB Deluxe.	. 68-71	4-OHV	2.84	2.67	64.1	45-4650 <sup>2</sup> 52-4800 Pressure 165,	8.3 8.5 65 ft.1b.	150 <sup>2</sup> 165 @ 3000.	53.5-3000² 65-3000	=	Ξ	No No	Gear Gear	BP BP	3 3	43 43–50
SUNBEAM Imp Sedan Mk. II Minx Deluxe Sedan. Tiger 260. 1725 and Station Wagon Alpine V. Rapier V. Arrow, Alpine GT <sup>12</sup> Alpine G.T. Cricket.	. 67–69 . 67 . 67 . 67 –68 . 67–70 . 69–70 . 71	4-OHC 4-OHV V8-OHV 4-OHV 4-OHV 4-OHV	2.67 3.21 3.80 3.21 3.21 3.21 3.21 3.39	2.37 3.0 2.87 3.25 3.25 3.25 3.25	53.4 97.1 260 105.1 105.1 105.1 105.2 91.4	42–5000 62–4400 164–4400 69.5–4800 99–550010 73–4900 94–5200 57@5000	10 8.3 8.8 8.4 9.2 8.4 9.2 8.0	185-200 165-175 150± 20 165-175 175-185 150-170 160-180 150	52-2800 86.3-2500 258-2200 91.4-2400 103-3700 <sup>10</sup> 93-2700 <sup>13</sup> 100-4000 <sup>17</sup> 74@3000 rd engine.	600 600 900-950 <sup>1</sup> 700-800 <sup>1</sup> 700-800 <sup>1</sup>	4 700-800	Yes Yes	Rot. Rot. Rot. Rot. Gear Rot. Rapier '70, 950.		2.75 <sup>2</sup> 4 <sup>2</sup> 4.25 <sup>2</sup> 3.75 3.75 3.75 1.5 0, torque	40–50 50–60 99–3500.

# Properly tuning an engine means replacing the air filter and PCV valve too!

Don't do just part of the job, do the whole job and what's more make the whole profit!

A properly tuned engine requires a clean, adequate air supply or it will not function properly.

A dirty air filter will starve the carburetor with all the resulting customer complaints you know about. A dirty PCV valve can lead to all sorts of problems.

The remedy is simple: when you tune the engine, change the air filter and replace the PCV Valve. We would like you to use Wix Filters and PCV Valves because we make them and we think they are the best.

Your Wix Filter Distributor will get a supply to you real fast.



WIX CORPORATION LIMITED 25 CURITY AVENUE, TORONTO TELEPHONE (416) 751-2424

BP—By pass. FF—Full flow. Sh—Shunt type.	VEAD	No. of	D	C. 1	Cu. In.	BHP	Con	pression	Max. Torque	Idle Spec	ed (rpm)	Valve		Engine L	ubrication	1	38
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)	Pressure		Conv. Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.	
HUNDERBIRD 90 V8 28 V8 29-4V-V8	. 67 . 68 SEE F	V8-OHV	4.13 4.36 CIFICA	3.59	428 429 FOR 19	315-4600 345-4600 360-4600 969-71.	10.5 10.5 10.5	190± 20	427-2800 462-2800 480-2800	575 575 550 <sup>9</sup>	475-500 <sup>9</sup> 475-500 550 <sup>9</sup>		Rot. Rot. Rot.	FF FF FF	4 4 4	35-65 <sup>11</sup> 35-65 <sup>11</sup> 35- <b>75</b> <sup>11</sup>	ENGIN
OYOTA rown, Deluxe, Custom. 00, 700 Deluxe and Cruiser FJ40, FJ45, FJ556 rown. rown., RT 43. rown. rorolla Sprinter, S/Wagon, KE/10/15/16 rorona Mk II RT62-72. rorolla KE 1200 rown. rown.	67 67 67-71 67-70 68-70 68-71 70-71 71 71 71 1 3R-B	4-OHV 2-OHV <sup>2</sup> 6-OHV 4-OHV 6-OHC 4-OHV 4-OHV 6-OHC 4-OHC engine: De	3.46 3.07 3.54 3.07 2.87 2.953 3.39 2.95 3.346 3.15 3.39	3.07 2.88 4.00 3.07 3.35 2.402 3.15 2.60 2.756 3.35 3.15 Custom.	115.7 42.3 236.7 90.9 137 65.71 113.4 71.1 96.9 156.4 113.4 3R engir	85-4600¹ 35-4600 135-3800¹ 74-5000 115-5200 60-6000³ 108-5500 73-6000 102@6000 140@5000	7.7 <sup>1</sup> 8 7.5 8 8.8 9.1 <sup>3</sup> 9.0 9.0 8.5 8.5 9.0 CR, 8, pr	164 ressure 155	61.5-3800 <sup>3</sup> 117-3600 74.2-3800 101@3800 156@3600 117@3600	600 500 650 750 650 torque 10	700  600 650 650 650 650 650 650  18-3400. 221-2800.		Rot. Rot. Gear Rot. Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF FF FF FF FF	3.5 2.6 5.7 3.87 2.37 3.6 2.37 4.7 4.6	40-45 35.5 44-50 40-45 45-57 51 56.9 51 70-84 56-70	E SPECIFICATIONS
R4, TR4A, lerald 1200, Sedan and Conv. pitfre. 000 300. T6, T76 T6 Plus. pitfire Mk III.	. 67–68 . 67–68 . 67–68 . 67–68 . 67–68 . 69–71 . 69–71	4-OHV 4-OHV 6-OHV 4-OHV 6 6 6 4	2.728 2.728 2.94 2.9 2.94 2.94 2.9 2.94	2.992 2.992 2.99 2.992 2.992 2.992 3.74	70 70 122 79.2 122 122 122 79.2 152	43-4500 <sup>2</sup> 63-5750 <sup>3</sup> 90-5000 61-5000 95-5000 95-5000 68-5500	9 8 <sup>2</sup> 9 8.5 8.5 9.5 9.25 8.5 8.5 8.5, tor	135 — — 135 145 150 135 135 135 rque 63–26	143-3000	650 800-850 800-850	500	No No No No No No No No	Rot. Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF FF FF	5 3.5 3.5 3.5 3.4 4 4	75 60 60 40-60 40-60 45-65 40-60 40-60 40-60	
ALIANT and BARRACUDA  70 Slant Six 33 V8 35 V8 36 V8 36 V8 37 V8 38 V8 39 V8 30 V8 30 V8 30 V8 30 Cu. in 31 Cu. in 40 Cu. in 40 Cu. in	67-69 67-70 68-69 68-69 68-70 70 70 70 SEE DO	V8-OHV 6-OHV V8-OHV V8-OHV V8-OHV 6-OHV V8-OHV V8-OHV V8-OHV DDGE SPI 235-5200.6	3.63 3.4 4.25 3.91 4.04 3.4 3.91 4.25 4.25 ECIFICA	3.31 4.125 3.38 3.31 3.64 3.31 3.38 3.75 3.75 ATIONS	273 225 383 318 340 198 318 383 440 426 5 FOR 19	180-42007,1° 145-4000 280-420011,15 230-4400 275-5000 125-4400 230-4400 230-4400 230-440018 375-460021 425-5000 901. 3 '68.70	8.4 10 9.2 10,516 8.4 8.8 8.718 9.721 10.2	120-150 130-160 <sup>12</sup> 130-165 125-165 <sup>13</sup> 14 100 100 110 110 110 110	215-2400 400-240015 340-2400 340-3200 180-2000 320-2000 425-280019 480-320021 490-4000	0 50010 5509 55011 650 70017 750 750 750 900 900	5508 50010 5509 55011 600 65017 750 65020 80021 900	No N	Rot. Rot. Rot. Rot. Rot. Rot. Rot. Rot.	FF FF FF FF FF FF FF FF	3.25 3.5 3.25 3.25 3.25 3.25 3.25 3.25 3	40-65 45-65 45-65 45-65 45-65 45-60 45-60 45-60 45-65 45-65	:972 Canadian Servic
AUXHALL ictor, Envoy iva, Epic iva, Epic (W/23HB engine)	CŘ 9. 1 12 '69. 1 18 '70, 2	0, 260 ft, 1 10-140; '7( bbl.; 4 bbl 4-OHV	b. @ 200	00, Conv 13 '69, 00, 9.5; 3 2.40	entional 125-155 H.P. 33 97.4 70.7	idle 700, A/T . 14 '69, 13 5-5200, 10.5. 70-4800 56-5400	idle 65 0-175; '0-170, 19 '70, 9.0 8.5	70, 110, 2 bbl. 390 150–160 150–160 <sup>6</sup>	8, 300 hp. (6 15 '69. B.F. 0-2800. 20 94. 2-2800 66. 5-3000	9 4400, Co H.P. 330-5 '70, H.P.	200, torqu 750. 21 '7	al idle 65	0, A/T id	16 '70 Q G	3. 17 *; 5,490-3 3. 2.258 2.58	70, 900. 200, 900. 35–45 40–45 35–458	e Data Book

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But, surprisingly, the people buying it aren't necessarily hi-performance types. They just figure an oil good enough for a high-speed sports car is good enough for their family car.

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The sports coat.

BP—By pass. FF—Full flow. Sh—Shunt type.		No. of			Cu. In.	ВНР	Con	npression	Max. Torque	Idle Spee	d (rpm)	Valve		Engine Lu	brication	a
MAKE & MODEL	YEAR	Cyls. & Style	Bore	Stroke	Disp.	@ rpm	Ratio (To 1)		ft. lb./	Conv Trans.	Auto. Trans.	Seat Inserts	Pump Type	Filter System	Refill (Qts.)	Normal Pres.
VAUXHALL continued																
Viva, Epic, Victor, Envoy	. 68-69	4-OHV				83-5800	8.5	180	90-3200	6-65010	10 10	No	Gear	FF	4.59	40-55 40-55
Victor, Envoy 2000. Viva, Epic, 70.7 cu. in.	. 70	4-OHV	3.75	2.726 2.40	120.5	104–5800 <sup>11</sup> 56, 2–5400	8.5	180 125	116-3200 <sup>11</sup> 66, 5-3000	6-65010	13	No No	Gear Gear	FF FF	4.59	40-55
Viva, Epic 97.5 cu. in	. 70	4-OHV	3.375	2.726	97.5	80-5600	8.0	180	96-3200	12	12	No	Gear	FF	4.2	40-55
All W/120.5 cu. in	. 70	4-OHV 4-OHC	3.750 3.750		120.5	112-5400 94@5000	8.5 7.3	180	127-3400 116@3100	725	675	No No	Gear Gear	FF	4.2	40-55 40-55
	6 '68, p	essure 125	idle 600	)-650.	7 '69,	conv., 850-90	00, auto.	, 850-900.	8 '69, 3	ats. 40-45		'69, 4.8.		o, conv., 6	75-725,	
VOLKSWAGEN	auto.,	650-700, w	/120.5	cu. in. er	igine 57	5-625. 11 '(	69, 112 h	p. @ 5400	, 127 ft. lb.	@ 3400.		75-725.		725-825.	14 '70,	700-750.
1200 Sedan, Karmann Ghia	67-69	4-OHV1	3.031	2.52	72.7	41.5-3900	7	130	65-2400	700	_	Yes	Gear		2.2	28.5
1500 Sedan, Karmann Ghia	. 67-69	4-OHV1	3.27	2.72	91.1	53-4200	7.5	135	84-2800	700	850	Yes	Gear	_	2.2	28
1300. 1600.	67-68	4-OHVI	3.03	2.72		50-4600 65-4600	7.3	135 135	68.7-2600 86.8-2800	700 800	850	Yes Yes	Gear Gear		2.2	28 28
VW 1-1200 Sedan	. 70	4-OHV1	3.03			41.5-3900	7.0		65-2400	500-550	- 000	Yes	Gear		2.2	28.5
VW 1-1600 Sedan, Karmann Ghia	. 70	4-OHV1	3.36	2.72		57-4400	7.5	135	81.7-3000	850	875	Yes	Gear	-	2.2	28
VW 3-1600 Sedan & Station Wagon	71	4-OHV1	3.36			65-4600 60@4400	7.7	142 135	86.8-2800 81.7@2500	850 850	925 950	Yes Yes	Gear		2.2	28 28
VW 411	. 71	4-OHV1	3.54	2.60		85@5000	8.2	145	99.4@3500		900	Yes	Gear	FF	3	42
VOLVO	1 Horize	ontally opp	osed, air	cooled.												
P120, P130, P220 engine	. 67	4-OHV		3.15	108.5	100-5700	8.7	170	108-3500	650	_	No	Gear	FF	3	36-85
P1800, 123GT, 142, 144, 145	. 67–71	4-OHV 4-OHV	3.313	3.15	108.5	115-6000 118-5800	10.02	170	112-4000 123-3500	650 700	700	No No	Gear	FF FF	3	36-85
164		6-OHV	3.5			145-5500	9.5	170 170	163-3000	700	700	No	Gear Gear	FF	3 4.5	36-85 36-85
P1800E	. 70-71	4-OHV	3.5	3.15	121	130-6000	10.5	170	130-3500	900	_	No	Gear	FF	3	36-851
	From	'70, @ 200	0 rpm.	<sup>2</sup> Fro	m '70, 9	.3.										

#### PISTON, RING AND PIN DATA

		PIST	TONS				PISTON	RINGS					P	ISTON PI	NS	
MAKE & MODEL	YEAR	Skirt Clear-	Over Sizes			ression				Control		Dia-	Length	Over Sizes	Fit to	Fit
		ance	Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	meter	(mean)	Avail. (Thous.)	Piston (mean)	Rod
ACADIAN AND BEAUMONT																
IL 194, 230, 250 IL 6, 283 V8		.0005-11		2-CI	.078		0 .0012-32		.188	.035	0005	.9270-3	3	None <sup>7</sup>	.0002	PF
96 V8	67	.0007-13	1-20-50	2-CI 2-CI	.078		0 .0012-32 0 .0012-32		.188	.035	0005	.9270-3 .9895-8	2.93-5	None None	.00025	PF PF
30, 250, L6	68-71	.0005-11	1-20-3018	2-CI		17 .01518	.0012-27		.188	.035	0005	9270-3	3	None	.0002	PF
07 V8, 327 V8		.0005-11	1-20-30	2-CI	.077810		.0012-27		.188	.035	0005	.9270-3	3	None	.0002	PF
50 V8 2 bbl, 396 V8		.007-1316	1-20-30	2-CI	.077314		.0012-32		.188	.035	000512	.9270-3	3	None	.0002	PF
90 V8 4 BBI		.0036-42 o., .0025, i. in. 6, 1.5		2-CI ., .00045- 8 Also 30			. 0012-32 <sup>2</sup> . 6, top . 001 dth . 0628; c	2-35; be			0005 ower width	.9270-3	3.0 11 327, .01	None 8 12 396	.0005	PF 0005-65

18 '69, and 40. 14 From '69, .0775-80, upper, lower .077-.078. 15 '69, 350 V8, .018; top, second .019; '70, top; lower .019. 16 '69-'71, 350 V8, .0005-11, 396 V8, 001-18. 17 '70, 230 L-6, .078; 250 L-6 upper .0631, lower .0628, '71, .078., 18 '70, upper .0012-27; lower .0012-32.

287, 290, 343, 390 V8	70-71 .0012-20 10-20 <sup>12</sup> Top ring chrome plated. From '70, .0005-13.	204 2-CI .0777 .0 2-CI .0775 .0 3 Expanding type, rail fa	10-20 .0015-35	8,5 .015-55 0005	.93078 3.1878 5 Two rails, width .0	3-5 PP L 3-5 PP L 3-5 PP L 245 each. e of piston pin.
AUSTIN Austin-Healey Sprite Mk II, III Mini Cooper. A60 Cambridge, Countryman A110 Westminster 1100, 1100 II 1800 Mini Mini Cooper S Austin-Healey 3000 1100 Auto. Mini II, S/Wagon, Cooper 998, SC Austin America Austin Mini II.	67-68 0016-22 <sup>10</sup> 10-20-3 67-68 0022-34 10-20-3 67-68 0005-11 <sup>10</sup> 10-20 67-68 0005-11 <sup>10</sup> 10-20 67-71 0018-24 10-20-3 67-68 0026-32 <sup>12</sup> 10-20-3 67-68 0019-25 <sup>10</sup> 10-20 67-68 0010-16 <sup>10</sup> 10-20-3 68-70 0005-11 <sup>14</sup> 10-20 68-71 0015-21 10-20	1 3.Cl	99 .003 l-CI 5 .0016-36 <sup>16</sup> l-CI 19 .0015-35 l-CI 10 .0015-35 <sup>18</sup> l-CI 15 .0015-35 l-CI 10 .003 l-St. 10 .0015 l-CI 2 .0015 l-CI 8 .0015-35 l-CI 8 Bottom of skirt: top.	.1245 007-12 .0015-3 .124-5 .007-12 .0015-3 .155-6 .008-13 .0016-3 .186 .010 .0026 .125 .009 .0015-3 .125 .009 .0015-3 .125 .009 .0015-3 .125 .010 .0015-3 .124 .010 .0015-3 .124 .010 .0015-3 .124 .010 .0015-3 .125 .009 .015-3 .0625 .12-28 .009 .015-3 .0036-42. Sprite III, .0005 .9, SC, .0019-25, diam813	65 .624 — 6 .75 — 875 — 616 .75, — 5 .624 — 616 .75, — 5 .624 — 5 .8125 — 6 .6254 ! .8124 — 8 .124 — 5 .6224 — .8124 — 11. * Plain ring. Sp	PP FF 2-4-6 PP L 2-4-6 PP L 2-4-6 PP F 2-4-6 PP F 2-4-6 PP L 2-4-6 PP L 2-4-6 PP F PP F None PP F PP F PP F PP F HP PF None HP FF strite III, .0625. m '69, Expanding Type.
BMW 1800, 1800 TI		1-St .0798 .01	15 .0024-34 2-St 0032 on TI model.	.09951 .0151 .0014-2	41 .8662 —	None L FP
BUICK 225 V6, 300, 340 V8. 400, 450 V8. 250, 6 Cyl. 350 V8. 400 V8, 430 V8. 455 V8. 350 V8.	. 67 .0011–17 <sup>13</sup> .010 <sup>14</sup> 67 .0007–13 <sup>15</sup> 5–10–20 <sup>1</sup> 68–71 .0005–11 20–30 68–70 .0008–14 <sup>19</sup> 5–10–20 <sup>1</sup> 68–69 .0007–13 <sup>20</sup> 5–10–20 <sup>1</sup> 70 .0017–23 5–10–20 <sup>1</sup> 71 .0008–20 <sup>19</sup> 5–10–20 <sup>1</sup>	2-CI 0775 0 2-CI 0775 0 2-CI 0631 <sup>17</sup> 0 2-CI 0677 0 2-CI 077 0 4- 12 00005 0001.	15 003-5 l-St. 18 003-5 l-St. 15 0012-2718 l-St. 15 003-5 l-St. 18 - l-St. 18 003-5 l-St. 25 003-5 l-St. 18 003-5 l-St. 18 003-5 l-St. 18 003-5 l-St.		95 9994-7 3.52 9270-3 3 95 9394-7 3.06 9994-7 3.52 95 9994-7 3.520 95 991-4 3.520	— 12 .0007-15 — .0001-4 16 None .0002 — None .0001-4 16 None .0001-4 16 — .0001-4 16 None .0004-7 16 — .0004-7 16 n; .0012-28 16 .00075-00125,
CADILLAC All		2-CI .0651 .0 2-CI .0777 .0	19 .0022-39 <sup>1</sup> , <sup>2</sup> 1-St.	.1885 .035 None .18381 .035 None <sup>2</sup> From '71, .0029.	.9996 3.090 .9994-7 <sup>1</sup> 3.030	0001 PF 0001 PF
CHECKER 6 Cyl., V8 Engines. All 6 Cyl. 327, 350 V8. 350 V8.	. 67–68 .0005–11 20–30–4( .69–71 .0005–11 10–15–2( .69–70 .0005–11² 10–20–3( .71 .0007–13 10–20–3( .1 From '69, second .0012–32	0 2-Cl 078 .0 2-Cl 06297 .0 2-Cl 0778 <sup>3</sup> .0 2-Cl 078 .0	10–20 .0012–50 1-St 15 .0012–27¹ 1-St. 15 .0012–27⁴ 1-St. 15 .0020–27 1-St. 7–13. ³ From '69, low	. 184-8 . 015-55 . 0012-5 . 1880 . 015-55 . 0-00 . 1880 . 015-55 . 0-00 . 1880 . 035 . 0-00 rer width, . 077 0775, gap	927 3.00 954 .927 3.00 9 .927 3.00	00015-25 PF 00015-25 L 00025-356 L 00015-25 L 00015-25 L 59, 350, .0012-32; '70, .0020-27.
CHEVROLET Corvair		2-CI .0623 .0		.1235 .015-456 0006	.8001 2.630-50	0 — .00015 <sup>2</sup> PP
Chevrolet, Chevelle, Chevy II, Corv IL 4-cyl. & 194, 230, 250 IL 6 283 V8	67-70 .0005-11 1-5-20 <sup>18</sup> 67 0005-11 1-5-20 <sup>18</sup>	2-CI .078 .0	10–20 .0012–35 <sup>10</sup> l-St. 10–20 .0012–32 l-St. 15 .0012–27 l-St.	.188 .035	.9270-3 3 .9270-3 3 .9270-3 3	None 11 .0002 PF None .0002 PF None .0002 PF
CI—Cast iron. CP—Chrome	plated. F-Floating.	P-Finger push. L-	Locked. PF—Press fi	t. PP—Palm push.	St-Steel. TP-Tin	plated.

		PIS	TONS				PISTON	RINGS	3				F	PISTON P	INS	
MAKE & MODEL	YEAR		Over Sizes		Comp	ression			Oil	Control		Dia-	Length	Over Sizes	Fit	Fit
		Clear- ance	Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	meter	(mean)	Avail. (Thous.)	Piston (mean)	to Rod
CHEVROLET continued														Tolkie a		
327 V8	67-69 .	0005-111	1-20-30	2-CI 2-CI	.078		.0012-32	1-St. 1-St.	.188	.035	0005	.9270-3	3	None	.00023	PF
350 V8	68-70	0007-13	1-2-320	2-CI	.078	.016521	.0012-32	1-St.	.188	.035	0005 0005	.9270-3 .9270-3	3	None	.0002	PF PF
396 V8	67-69	0007-1322	1-20-308.15	2-CI 2-CI	.078	.010-20	.0012-32	1-St. 1-St.	.188	.020	.0012-60 .0012-6016	.9895-8	2.94	None None	.0003	PF PF
302 V8. 400, 402 V8.	69 .	00015-25 001-20 <sup>24</sup>	1-20-30	2-CI 2-CI	.078	.013-23	.0012-27	1-St.	.088	.015-55	.0005	.9270-3	3	None	.00015-25	.008-16
454 V8	70	0020-28	20-30	2-CI	.078	.010-20	.0017-32	I-St.	.188	.03524	.0005-65	.9895-8 .9895-8	3.00 2.93-5		.00015-25	PF PF
250 IL 6 307 V8	71	0005-11 0005-11	1-2-3	2-CI 2-CI	.063	.010-20	.0012-279		. 188	.035	0005 0005	.9270-3	3	None None	.00015-25	PF PF
350 V8 (245, 270 hp.) 350 V8 (330 hp.)	71 . 71		1-2-3	2-CI 2-CI	.078	.01512	.0012-32		. 188	.035	0005	.9270-3	3	None	.00020	PF
400 V8. 402 V8.	71	0014-20	1-2-3	2-CI	.078	.010-20	.0012-279	1-St.	.188	.035	0005 0005	.9270-3 .9895-8	3 2.93-5	None None	.0005	
454 V8	71 .	0024-344		2-CI 2-CI	.078	.015	.0005-65	1-St. 1-St.	.188	.035	.0005-65	.9895-8	2.93-5 2.93-5	None	.0003	PF PF
Vega		0018-28 and over,		2-CI	.0778 and over,	.01425	.0012-27	1-St.	.188	.020	0005 ower, .018.	.9270-3	2.74-6	None	.0003-4	.0008-21
	10 250 cu.	in : botto	m 0020-4	0: '70 los	wer: upper	0012-27	11 230	cu in 6	1 5_3_5	- 10	12 I amor 01	O 13 A	135 hp., al 1lso 30–40	14 '49	Bottom, .0	
	09, 1-	20-30.	20 09. 1-20	J-3U: 333-	-39U-4UU H	P., 425-	43U-435 H.	P. 1-30	-60	1 '69 01	-65. 17 '69, 0-20; '70, to	n 015 la	Wer 010	22 '60	Γορ, 2nd, .0 .0011-18.	0120032.
CHRYSLER	<sup>23</sup> 67–'68,	.0009–15	; '69, .0012	!-20; 425	hp., .0054;	435 hp.,	.0037-43.	24 '7(	), 400 V8	402 V8,	skirt .018-2	26, o/sizes	20-30, ga	р.015.	25 "Also . 0	20".
361, 383, 413, 440 V8			5-20-40		.078	.0198	0015-30			.0198,9	.001-38.9	1.0948	3.56	None	000452	0007-126
360 V8	To .000	0005–15 075 (floatin	5-20-40	2-CI	.078	.019	.0015-30	1-St.	.188 6t 7	.015-55	.0002-50 f skirt: '68, .	.9842	2 005	None	.0004-7 comp. gap	.0007-12
CITROEN	stainless	steel space	er expande	r with chi	rome plate	segmen	ts-1, gap,	.015-55	, diam., 1	.0936; '7	0, .01302	3. 9 '70	0. Gap .01	5-55, clear	ance .0000	005.
All models			None	_			_	_	_	_	_			None <sup>2</sup>		
DATSUN		able cylin	der sleeve a	and piston	assemblie	s. <sup>2</sup> F	actory weig	hed an	d paired	with pisto	ons.					
Datsun 1000, 1600	68-70			2-CP 2-CP	.079	00.11		1-CP	. 157	.009	.0016-31	.6869-71			L	PF
1300 Sedan & Wagon	. 67 .	0010-18	10-20-303	2-CP	.079		.0016-29	I-CP I-CP	.157		.0016-31	. 68–71. . 8266–68		5 —	L	L PF
1600 Sports	67-70 .	0012-20	-10-20-30 <sup>3</sup> 10-20-30 <sup>3</sup>	2-CP	.098		.0016-294		. 157		.0010-25	.8656-61	2.854-8 2.854-8		L L	L L
240Z Sports		0010-18 -40-50-60.		2-CP 2nd; 0.0	.079	.009-15	.0018-31	1-CP	.157 2nd; 0.00	.006-12	.0010-25	8266-68			Ĺ	PF
DODGE																
170, 225 Slant Six	67-69	0005-15	5-20-40	2-CI 2-CI	.078	.015	0015-30 .0015-4019		. 186 <sup>16</sup>	$.015^{17}$ $.015^{21}$	.001-3	.9008	2.965 2.815	3-8 <sup>18</sup> 3-8	00005	8 0- 0005
318 V8	67-71	0005-15 <sup>12</sup> 0005-15 <sup>12</sup>	5-20-40	2-CI 2-CI	.078 .078	.01922	.0015-30	1-CI20	.18630	.01921	.001-323	.984	2.99	3-8		.0001-6
426 V8	67-71	0025-3527	5-20-40	2-CI	.078	.01924	.0015-3032	1-CI25	.02514	015-6221	.0002-50	1.031		3-8	.0001-629	
440 V8 340 V8	. 08-/1	0005-15	5-20-40	2-CI 2-CI	.078	.01924	.0015-30		.188	$.019^{21}$ $.015-55$	.001-326	1.093	3.56	None 3-8	$00035^{29}$ . $00005$	
198 6 Cyl	71 (	0005-15 0005-15	5-20-40 5-20-40	2-CI 2-CI	.078	.015	.0015-30	1-St.	.188	.015-55	.0002-50	.9008	2.965	None	29	007-12
440 V8, 3–2 bbl	71 .00	0025-125		2-CI33	078	.019	.0015-30		. 188	.015-55		1.093	3.56	None None	.0004-7	.0007-12 .0007-12

Colt	71 0008-16 10-20-30 <sup>34</sup> 2-C1 078 010 0008-24 1-C1 1575 006-14 001-3 74803 N/A None FP 6 Serviced with piston. 7 Clearance, 0045-75 in. 8 Interference fit. 12 At top of skirt, from 68; clearance, 00025-125; 383 V8, 71 only, 14 From 68; 188, 16 From 69, 188, 17 69-70, 170 CID, 015-55; 225 CID, 010-25. 18 68-71, none, 19 69, 0015-003; 20 69-71 steel rail—chrome faced. 24 From 69, 015-55, 22 69-71, 015, 25 From 69, 0002-005, 24 69, 013-23; from 70, 010-20. 25 From 69, stailless steel spacer expander with chrome plated segments—1, 26 69-71, 000-005, 27 From 69, 00025-00125; 71 440 only (n 3-2 bld), 0003-13, 28 From 69, 383, 440, 3 400, 29 69-71, 383, 440, 00045-75, 20 70-71, 0.05, 31 70-71, 0007-12, 22 From 70, 32 # I ring has moly-filled face. 34 Also 40.	not
FIAT  850 Sedan, Coupe, 2 Convertible 2.  1500 Sedan, Convertible	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	PF FP PF PF PF PF PF PF
FORD 289-V8 Falcon <sup>1</sup> 427-4V-V8 427 2x4V	68 0030-8 3 20° 2-CI 0625 0215 002-4 1-St. 1875 035 Snug 9750-3 3.163 1-2 0001-3	.0001-5 PF
170 6 Cyl. 200 6 Cyl. 250 6 Cyl. 240 6 Cyl. 302 V8.2V 390 V8.2V 4V 390 V8.2Vie. 4V 428 V8.4V, Cobra Jet <sup>18</sup> 429 V8.2V, 4V 460 V8.4V. 302 V8.4V, Boss. 429 V8.4V Cobra Jet <sup>20</sup> 400 V8. 429 V8.2V, 4V 429 V8.4V Cobra Jet <sup>20</sup> 400 V8. 429 V8.4V Cobra Jet <sup>20</sup> 400 V8. 429 V8.2V, 4V	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	PF PF PF PF PF PF 18 .0001-3 PF PF PF PF PF .0007-15 .0001-3
FORD (European) Anglia, Cortina (73 cu. in. eng.). Consul Cortina, GT. Cortina 1300, 1600 & GT. Capri 1600. Capri 2000.	67 0008-146 2.5-5-159 2.C1 0801 0115 00116-36 1-C1 1.1883 0115 00116-36 1.12 2.8 None 0-1.0002 016-36 1.2 1.1893 0115 0018-38 1.19-23 2.805 None 0.0011-3 0115 0018-38 0.119-23 2.805 None 0.0011-3 0115 0018-38 0.119-23 2.805 None 0.0011-3 0115 0018-38 0.119-23 2.805 0.001 0115 0.0018-38 0.119-23 2.805 0.001	.0001-3

		PIS	TONS				PISTON	RINGS					PI	STON PIN	IS	
MAKE & MODEL	YEAR	Skirt Clear- ance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width	Gap (mean)	Groove Clearance		Width		Groove Clearance	Dia- meter	Length (mean)	Over Sizes Avail. (Thous.)	Fit to Piston (mean)	Fit to Rod
IILLMAN Minx V, Super IV, Husky III	67 3 Top six	.0016 <sup>5</sup>	30 4 At 70 de	2-CP*		.0286	.0015-35			.012	0015-35 g; 2nd, .009		_	.003	PP4	FP4
Honda S600	67		10-20-30		.098	.010	.0006-18			.009	.0006-18		1.811	-	.00031	.00042
MPERIAL III	67-68 69-71 <sup>5</sup> Clearar	.0005-158 nce, .0004	5-20-40 5-20-40 5-75 in.; '6	2-CI 7, .00035.	<sup>2</sup> Inter	.019 .019 <sup>7</sup> reference f	.0015-30 .002-357 it. 8 At 1	6 top of sk	.188 cirt. 5	.019 .015–55 '68–'69, .	00025-,001	1.093 1.0936 125; '70, .0	3.56 3.56 0005001	None None 5; '71, .000 n .00045-7	1 7 3–13.	.0007-12 <sup>2</sup> .007-12 <sup>2</sup>
Sellett		00162	10-20-30 <sup>1</sup> 2 '68-'70,	2-CI	.122	.0116	.0014-298	1-CI	.122		.0016-324		—	-	FP	0001
AGUAR .2, 3.4 litre	68 69–71	0011-17	10-20-30 10-20-30	26 2-CI	.0775 .077 .077	.015-20	.001-3 .001-3 .0025	13 17 —	5 <del>8</del> 5 4-piece	.015–33	.001-3 .004 6 1 Chrome	.8751 .875 .875	3.00 2.84 3.00 7 Maxifle	None None	PF PF FF on, Self ex	PF FF
(AISER - JEEP 75	67-71 67 67-71 67-71 68-71 4 Also 40	0021-29 0009-15 0009-258 0005-1110 0008-14	10-20-30 <sup>2</sup> 2-5-10-20-30 5-10-20 <sup>9</sup>	2-CI 2-CI <sup>5</sup> 2-CI <sup>3</sup> 2-CI 2-CI pe plated.	.0930 .0775-80 .0777 .0788 <sup>11</sup> .0775 <sup>12</sup> 4 2 rail	012 010-20 .010-20 .010-20 .01-2	.002-4 0.002-4 0.0015-35 0.003-5 .003-5 er. <sup>5</sup> To	1-CI 1-St. 1-St. 1-St. 1-St. p ring cl	.1862 6,7 .181-7	.012 00057 .015-55 .015-35 .015-35	.006-25 .035 .000-5 .0035-95 .0035-95 ails, .0245	.8120 .9307 .9307 .9396 .9394–7	2.781 3.187 3.187 3.06 3.06	None 3-5 3-5 	PP PP PP .0001 .0001-4	L L L .0007-15 PF
	67-68 67-68 69-71	004-5 .0030-5 .0025	10-20-30 <sup>1</sup> 10-20-30 <sup>1</sup> 10-20-30 <sup>1</sup> 10-40 . 1; No. 2,	2-C	.070	.014–19 .017 .017	.0005-20 .0025-35 .0018-38 .002	  -I	.155 N/A	.010-15 .025 .017	.0005-20 .0025-35 .003 .0005-002	1.187 .875 1.0	3.01 - 3.01 100 lb. @	None None None So-70F.	00002 00002 <sup>3</sup>	.0003-5 .0003-5 .0002-6 .0003
	68-70 .	0014-22 V8 FORI	20–30 D SPECIFI Lower co		S FOR 197	.010-031	.0020-35 .0027-35	1-St.	. 1875 . 1875		Snug Snug	.9749-52 1.04	3.202-12 3.29-31		.0001-3 .0002-4	
AZDA	69-71 . 69-71 . 71 .	0032-38 <sup>1</sup> 0019-27	10-20-30 <sup>2</sup> None 10-20-30 <sup>2</sup>	2-CI 2-CI	.0779 .0779 .0591	.0115 .0115 .008–16	.0014-28 <sup>3</sup> .0014-28 <sup>3</sup> .0014-28 <sup>6</sup>	1-CI 1-CI 1-CI	. 1567 . 1567 . 1575	.0118 .0118 .008–16		.8656-9 .787 .8662 200 .0009.	2.5394	None	PF Lower, .00	.0004 .0004 F 012–25,
ERCEDES-BENZ 66-69 specifications not available from 20, 250, 280	70 · 3	00121	1-22 <sup>2</sup> 1-22	4 4		— — not suppli	_ ed. 3 '70	_ ), 300 SE	_ EL/8, .00	_ 12; 300 S	_ EL/8 6.3 8	.985 1.024 & 600, .000	_ 	No No	PF PF	=
SERCURY omet 200-6 Cyl		4 10000		2-CI	.07773		.0019-368			.035	Snug		3.01-4	1-2	.0003-5	PF

									0.10		0110 24	2 01 4		0002 5	DE
Comet 289-V8	67 .0014- 67 .0042- 1 Also 60, 2	-22 <sup>2</sup> 3-20 <sup>1</sup> ,10 -66 3-20 <sup>10</sup> At centerline o	2-CI 2-CI of pin bore.	.07779	.015 .0158	.0019-366 .002-4 .002-4, wea	1-St.	. 1875 . 1875 . 006,	.042 .040 8 Top, .0	Snug Snug 20. Bott	.9750-3			.0003-5	
Cougar 289 V8 (2V, 4V)	67 .0018- 67 .0015-	-26 3-20-30 -23 3-20 <sup>2</sup>	2-CI 2-CI	.0777	.015 .0151	.0019-36 .002-4		. 1875 . 1875		Snug Snug	.9119-24 .9750-3			.0003-5 .0001-3	
Meteor 240 6 Cyl. Meteor 289 V8 (2V). Meteor 428 V8 (4V) Meteor 390 V8 (2V)	67 .0014- 67 .0015- 67 .0015-	-23 3-20 <sup>8</sup> ,12 -23 3-20 <sup>8</sup> ,12	2-CI 2-CI 2-CI 2-CI	.0776 .0776	015 015 <sup>11</sup>	.0019-36 <sup>6</sup> .0019-36 .002-4 .002-4	1-St. 1-St. 1-St.	.187 .1875 .187 .1875	.015-60	Snug Snug Snug Snug	.9119-24	3.48-50	1-2. 1-2	.0001-3 .0003-5 .0001-3 .0001-3	PF PF
428 V8 (4V)	67 .0015-	-23 3-2017	2-Cl 2-Cl	.0776	.002-4 .015 <sup>6</sup>	.002-4	1-St. 1-St.	.187 .1875		Snug Snug	.9750-3 .9750-3	3.48-50 3.156-7		.0001-3	.0001-5 PF
200¹, 240² 302 2V³, 4V4. 390 2V5, 4VGT. 427-4V⁴.	68 .0014 68 .0018 68 .0015 68 .0030 68 .0015 Available on Montego.	-20 3-20-30 <sup>8</sup> -26 3-20-30 <sup>8</sup> -23 3-20-30 <sup>8</sup> -8 3-20-30 <sup>8</sup>	2-CI 2-CI 2-CI 2-CI 2-CI 2-CI omet. 2	.0775 .0775 .0625 .0775 Available of Mercury, Co	met, Mo	.002-4 .002-4 .002-4 .002-4 r. 3 Ava	I-St. I-St. I-St. I-St. I-St. ailable or ougar.	. 1885 . 1885 . 1885 . 1885 . 1885 n Meteor	.040 .040 .035 .040 , Cougar,	Snug Snug Snug Snug Snug Comet & M	.9114-24 .9114-24 .9750-3 .9750-3 .9750-3 Montego.	3.01-4 3.163 3.163 3.49		.0003-57 .0002-4 .0001-3 .0001-3 .0001-3 ugar, Come 8 Also 40.	PF .0001-5 .0001-5 .0001-5
All Models	FOR 1969 O	N, REFER TO	FORD SP	ECIFICAI	IONS.										
MG MGB and GT MG Midget MG Midget	67 .0005	-11 10-20	3-CI 3-CI 3-CI 750. 11	.062	.015 .009 .014	.00015-35 .002-4 .002	1-CI 1-CI 1-ST. <sup>11</sup>	.156 .125 .155	.015 .009 .020	.0015-35 .0015-35 .002	.8125 <sup>10</sup> .6245 .8124	Ξ	None	PP PP PP	F FP PF
OLDSMOBILE 330 V8. 400, 425 V8. F-85 L6 250-6 Cyl. 350, 400, 455. 350 V8. 455 V8.	67 .0007 67 .0007 67 .0005 68–71 .0025 68–70 <sup>20</sup> 71 .00075 71 .00075 1 Also 30 for 4 12 Lower ring; 15 Upper, 001 19 455 .002–8	-12 5-10-30 -12 <sup>11</sup> 5-10 <sup>1</sup> -11 1-2-3 20-30 <sup>21</sup> 10-30 -125 10 -125 10 125 V8 only.	2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2-CI	.0776 .0775-80 <sup>13</sup> .062-51 .0631 .0778 <sup>16,28</sup> .0775 .0775 .0775 .075. 17	.010-20 <sup>2</sup> .013-23 .010-20 .015 .015 .015 .015 .015 .015 .016 .016 .016 .017 .017 .019	.0018-38 <sup>1</sup> .0018-38 <sup>1</sup> .001 .0020-38 .002-4 <sup>2</sup> .0025 <sup>2</sup> .0025 <sup>2</sup> .0025 <sup>2</sup> .0025-2 .350, .015.	1.St. 1-St. 1-St. 1-St. 1-St. 1-St. 1-St. 2. gap .0	15055; 00, .0241 0075-125	.015-25 .035 .035 .035 .035 .035 pacer, sterspacer, w ; 455, .02	0005 .001-5 <sup>19,28</sup> .0006-96 .0021-31 el, .137-9. vidth .137- 244: '69-70.	.9803-7 .9803-7 .11 400-1 .140, gap .350, 455,	3.126 2.99-3.3 2.98 2.980 2.980 V8, top .0 .285.	None None None None 0005-20, be	.0002 .0003-5 .0003-5	stainless.
OPEL GT-77	. 71 .0014 Lower, .001	3-24	2-CI	. 0787	.018	.0024-341	1-CI	. 20	.035	.0013-24	.91	2.99	None	.0043-95	PF
<b>PEUGEOT</b> 404, 204 204, 304 404, 504	. 68–69 .019– . 70 .002– . 70 .0035	23 None 3 None -50 None 8074, length 2.	2-Cl 2-Cl <sup>4</sup> 2-Cl <sup>4</sup> 488. 4 '7	.0779	.01575 .01575	.001 .002 <sup>7</sup> .002 <sup>7</sup> te marked	1— 1— 1— 5 '70	.176 .1759 .1759 <sup>8</sup> , Top; 2n	None .0157 <sup>5</sup> .0157 .d, .0197.	.001 .0015 .0015 .0015	.8663 <sup>3</sup> .8071 .9055 04, top, .0	2.755 <sup>3</sup> 2.4879 2.755 9590.	None .9074 '70, Top;	F F 2nd, .003.	F F
PLYMOUTH 225 Slant Six. 363-V8. 318-V8.	. 67-70 .0005	-155,17 5-20-40	2-CI 2-CI 2-CI	.078 .078 .078	.015 .013-25 .019 <sup>14</sup>	.0015-30 .0015 <b>-3</b> J .0015-30	1-CI15	$.186^{12} \\ .186^{12} \\ .186^{12}$	015 <sup>12</sup> .013-25 <sup>12</sup> .019 <sup>12</sup>	.001-3 <sup>18</sup> .001-3 <sup>16</sup> .001-3 <sup>18</sup>	.9008 1.0935 .984	2.965 3.56 2.99	None 10 3-8	6 00005	.0007-127 .0007-127 .0001-616
CI-Cast iron, CP-Chrome p			The state of the s	oush. L-	-Locked	l. PF—	Press fit	. PP-	-Palm pu	ısh. St-	-Steel.	TP-Tin	plated.		

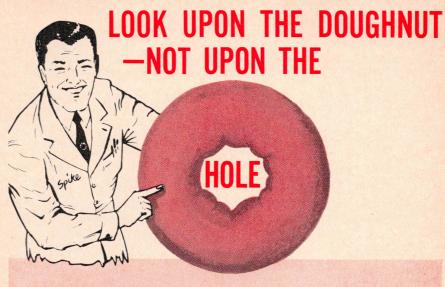
		PIST	ONS				PISTON	RINGS					F	PISTON PI	NS	
MAKE & MODEL	YEAR	Skirt	Over Sizes		Comp	ression			Oil (	Control		Dia-		Over	Fit	Fit
		Clear- ance	Avail. (Thous.)	No. & Mat'l	Width (mean	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)		Groove Clearance	meter	Length (mean)	Sizes Avail. (Thous.)	Piston (mean)	to Rod
PLYMOUTH continued																
440 V8. 426 V8. 273 V8.	67-70 67-69	0025-3517	5-20-40 5-20-40	2-CI 2-CI 2-CI	.078 .078 .078	.019 <sup>18</sup> .019 <sup>18</sup> .015 <sup>18</sup>	.0015-30 .0015-30 .0015-40	1-CI15	.188 .025 <sup>11</sup> .188	.019 <sup>12</sup> 015-62 <sup>12</sup> .015	.001-3 <sup>12</sup> .0002-50 .0002-50	1.093 1.031 .9842	3.56 3.395 <sup>19</sup> 2.815	None .003-8 3-8	.00035 .0001-6 <sup>20</sup> 00005 <sup>20</sup> (	
For Cricket see Sunbeam	5 At top	o of skirt. 015-55. 00025001	6 Clearar	ce, .0004:	5-75.	<sup>7</sup> Interference 70, .015.	ence fit.  15 '69, st '0, .002-5.	ainless st	ed with p teel space 3, 40.	r expand	9–70, none. der with chro	11 '68-	'69, .188. I segments		70, width, . 69-'70, .00	
PONTIAC (Canadian Prod'n.)							0, .002 3.	0,,	3. 10.	07,	.0015 75.					
230 <sup>128</sup> , 250 IL 6 283 V8 396 V8 427, 335, 390 V8 350 V8 396 V8 400, 454 V8	67 67–68 67–68 67–69 69–70 69	.0005-11 .0005-11 .0007-13 .0009-1522 .0005-11 .0010-18	1-5-20 <sup>1</sup> 1-20-30 1-20 <sup>1</sup> 1-20-30 <sup>22</sup> 1-2-3 1-2-3 20-30	2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2-CI	.0773 .078	.010-20 .010-27 <sup>10</sup> .010-20 <sup>2</sup> .010-20 .018 <sup>20</sup> .010-12 .010-20	0012-328, 0012-32 0012-3217 0012-32 0012-32 0012-32 0017-32	1-St. 1-St. 1-St. 1-St. 1-St. 1-St. 1-St.	.188 .189-91 .188 .188 .188	.020 .015-55 .020 .035	.0005-65	.9270-3 .9845-8 .9895-8	3 3 3 2.94 2.94 3.00 2.94 3.00 <sup>25</sup>	None None None None None None None	.0002 .0002 .0002 .0003 .0003 .0003 .0002 .0003	
	lower, 21 '69, 21 24 '70, 40	0-40; 10-20 .0623063 nd0012-2 00; 454 .00	5; oil contr 27. 22 '69 20–28.	ol, '68-'70 9, skirt cle 25 '70, 400;	arance, 454 2.93	27. 18 7 0012–20, 6 3–5. 26	70, 400; 45	05–65. 2–3, com 64 . 0003-	p. width, -4.	ipper .07 0773;	775–80, lowe groove clear	ance top,	0775. . 0017–32.	20 '69, 2nd, 23 '67-'6	58	
Pontiac 428 V8	67-69	.0022-2813 .0030-36 ails chrome	1-2-56	2-CI 2-CI el, expande	.078 .078 er plated	010-301	4 .0015-50 4 .0015-50 6 Also 10-2	1-St.5	. 186 . 186 . 186 . 186-'6'	.035 .035 9. 0025	.0015-50 .0015-50	.9802 .9802 .8, .020	3.25 3.25	1-3	.0005-7	PF PF
Tempest & Firebird 326 V8. Tempest & Firebird 230 OHC 6. Tempest & Firebird 350, 400. Tempest & Firebird 250 OHC-6. Tempest, Grand Prix, Firebird 250 6 Cyl. Tempest, Grand Prix, Firebird 15.	67 67 68-69 68-69 . 70 . 70 . Also 10	.0022-28 .0022-28 .0025-31 .0022-8 .0005-15	1-2-56 1-2-56 1-2-56 1-2-56 20-30 5-10-30 <sup>11</sup> 8 '69, 2 rai	2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2-CI	.078 .078 .078 .078 .078 .0630 <sup>9</sup> .0778 <sup>12</sup> plated sto	.010-30 .005-25 .020 .015 .015 .015 <sup>13</sup> eel, expan	.0015-50	1-St. 1-St. 1-St. <sup>8</sup> 1-St. <sup>8</sup> 1-St. 1-St. teel.	.186 .186 .186 .078 .188 .186	.035 .005-55 .035 .035 .035 .035	.0015–50 .0015–50 .0015–50 .0015–50 .0001–.005	.9802 .9272 .9802 .9272 .9270-3 .9802 70, 1st.; 2	3.25 3.25 3.0 3.00 3.25 rnd0012	1-3 1-3 1-3 1-3 None None -32.	.0005-7 .0003-5 .0005-7 .0003-5 .0015-25 .0005-7	PF PF PF PF PF
250 IL 6 307 V8. 350 V8, 245 hp 350 V8, 250 hp. 400 V8. 455 V8.	71 71 71 71 71	0007-13 .0025-33 .0025-33	1-2-3 1-2-3 1,2,5,10,30 1,2,5,10,30 1,2,5,10,30	2-CI 2-CI 2-CI 2-CI	.078 .078 .078 <sup>2</sup> .0778 .0778	.015 .015 .015 <sup>3</sup> .019 .019 <sup>4</sup> .021 <sup>4</sup> wer, .017	.0012-27 <sup>1</sup> .0012-27 <sup>1</sup> .0012-32 .0015-50 .0015-50	1-St. 1-St. 1-St. 1-St. 1-St.	. 188 . 188 . 188 . 186 . 186 . 186	.035 .035 .035 .035 .035 .035 er, .062	.001-5 0005 .002-7 .0015-50 .0015-50	.9270-3 .9270-3 .9270-3 .9802 .9802 .9802	3.0 3.0 3.0 3.25 3.25 3.25 3.25	None None None None None None	.00015-25 .00015-25 .00015-25 .0005-7 .0005-7	PF PF PF PF PF
PORSCHE 356A-B-C, 912, (1600, 1600S engine) 911, 911S 912. 911T, 911E, 911S, 911E 911T, 911E, 911S	67 67 68–69 68–69 70–71 Not '69	.0006-10 .0020-24 .0016-24 .0022-4 .0022-4	20-40 20-40 20-40 Top, 059,	2-CI 2-CI 2-CI 2-CI 2-CI 2-CI 2nd, .078		.0118 .0039 .016 .0147 .0147	0014-20 <sup>2</sup> .003-5	I-CI I-CI I-CI I-CI		.0118 .0039 .016 .0147		. 86596 . 8661 . 866 . 866 . 866 4 '69, top	2.708 2.708 2.708 2.708 0583, 20	.00011 .00011-23 .00011-23 d .0778,	PF PF PF PF PF 5 2nd; top	F F F PF 0029–43.

	1 Pistons	matched	with replace			Chrome t	op ring.	1-Cl <sup>3</sup> Gap	preset	<sup>5</sup> Cara F in over	velle S4, R8	.5519 3, R10, R1 available.	6, .0025; l	R4, .001	FP <sup>5</sup> ,6 2; fit to pisto	FP <sup>7</sup> on, floating. 2-CI.
3 litre 2000 and 2000 TC. 3500S V8.	. 67-71	.001-152	10-20-30-4	0 2-CP 2-CI <sup>4</sup>	. 078-79	.014-192	.0018-38 .001-3 6; fit to pi	I-CI I-CI	.1894	.012-17 .014-19 .015-55 to exceed	.001-3	625 1.0 .8746 ush at 50-	2.371-5 2.861 70 deg. F.	Ξ	PPs PP2 .001-3 Top ring chr	
	69-70	.0007-15	4-16	I-CI I-CI 2-CI ng; lower.	.069 .0683 .001-10.		.001010 .001-10 er, lower, .	1-CI	.0794  .1568 \$ .0018-	.008-14 .012 .0108	3,5 .00101 .001-10	.749 .82686 .865	2.12 5 2.51 2.51		.00012-24 PP <sup>2</sup> FP	0001 PF
1000 MB, 1100 MB	67-71	.0016-23	10-20-30	3-CI	.0984	.0148	.001-2	1-CI	.0984	.0148	.001-2	-		.020	L	F
SUNBEAM Alpine V. Rapier V. Imp Mk. I, II Minx Deluxe, 1725, S/Wagon Tiger 260. Arrow, Alpine GT <sup>10</sup> , Coupe <sup>11</sup> . Cricket.	67-68 67-68 67-70 71	.0008-14 .0016 <sup>2</sup> .021-39 .0006-14 .0015-23 wide feeler	30 20-30-40 <sup>8</sup> 30	2-CP4 2-CI ll to withda	raw from	.028 <sup>7</sup> .010-32 .028 <sup>7</sup> .014-18		1 1-St.		.012 .015-67 .012 .010-14	.0015-35 .0015-35 Alpine IV	.9374-77 .6249 .9376 .9121 .9374-8 .9374-8 & Rapier	3.02 2.936 IV. 6 A	.003 1 003 .003 .003 de 70 deg	PP6 PP6 PP6 PP6 PP6 F	FP6 FP6 FP6 PF FP6 F
THUNDERBIRD 390 V8 (4V) 428 V8 (4V) 390 V8 (4V) 429 V8 (4V) All Models	67 68	.0015-23 .0014-22 REFER	3-2010	2-CI 2-CI 2-CI 2-CI 2-CI SPECIFIC	.0775 .0775 .0775 .0775 .0775 CATIONS	.015 <sup>2</sup> .015 .015 .015	.002-4	1-St. 1-St. 1-St. 1-St.	.1875 .1875 .1875 .1875	.040 .040 .035 .035	Snug Snug Snug Snug	.9750-3 .9750-3 .9750-3 1.0400-3	3.156-70 3.48-50 3.160 3.29-31		.0001-3 .0001-3 .0001-3 .0002-4	
	67 67-71 67-71 68-71 69-71 71 71 And 4	.0008-22 .0012-20 .0012-20 .0012-20 .001-2 .0031 .001-2	25-50-75 <sup>2</sup> 10-20-30 <sup>3</sup> 10-20-30 <sup>3</sup> 10-60 <sup>8</sup> 10-20-30 <sup>1</sup> 10-20-30 <sup>1</sup> 100; oversiz	2-CP <sup>4</sup> 2-CI 2- 2-CI 2-CP 2	.1614 .134 .145 .145 	.0158 .012 .01175 .010 .010 .008 .012 .008 match. 3	.0016-31 .0008-24 .0016-31 .0012-28 .001-3 .001-3 .008-12 .0012-30 Also 40-50	1-ST 2-CI 1- 1-CI 1-CI 1-CI	.1614 .134 .145 .145 	.0099 .012 .0117 <sup>5</sup> .010 .010 .008 .008 .008 .008	.0012-28 .0008-24 .0016-316 .0098-28 .001-3 .001-3 .001-3 .001-3 Second ring	.797 .866 .8663	Second rin	- - - - - - - - - - - - - - - - - - -	FP FP .0001 .001 PF PP PP PP	.0002-4 .0002-4 .000-2 .0003 PP FP PP FP
	. 67–68 . 67–68 . 67–68 . 67–68 . 69–71	.0011 <sup>8</sup> .0015 .002 .0035 .002	20-30-40 20-30-40 2-40 20 20 20 20 20 20	2-CS 2-CS 2-CP 2- 2- 2- - s 6, .0015.	.062 .078 .077-8 .0625 .077 .077 .0625 4 '69,	.015 .015 .015 .020 .028 .008 .012-22 at 68 deg		2-CS 1-CS 1-CI 1- 1-	.156 .1552 .1553-63 .1553 .1553 .1553	.015 .0027 .0027 .014 .002 .013 .013	.002 .002 .0007–27 0015	.875 .81234 .81242 .8123 .8123 .8124 .8123	2 918 1.957 1.957 — — —	3-5 3-5 — — None None	.00005 PP <sup>1</sup> PP .0002 PP PP <sup>4</sup> PP <sup>4</sup>	F PP PF .0002 PF
<b>YALIANT and BARRACUDA</b> 170, 198, 225 Engines (6 Cyl.)	67-69	.0005-15	5-20-40	2-CI 2-CI 2-CI	.078 .078 .078	.015	.0015-30 .0015-35 .0015-30	1-CI <sup>9</sup>	.1867	10-20 <sup>8,18</sup> .015 <sup>10</sup> .019 <sup>10</sup>	.0015-408-1 .009 <sup>11</sup> .001-3	3 .9008 .984 1.094	2.965 2.815 3.56	None 3-8 2	.00045-75 .0000-5 .00045-75	.0007-124 .0001-64 .0007-144,17

		PIST	TONS		View -		PISTON	RINGS					P	ISTON P	INS	
MAKE & MODEL	YEAR	Clear-	Over Sizes Avail.	No. &	Compre	Gap	Groove	No. &	Width	Control Gap	Groove	Dia- meter	Length (mean)	Over Sizes Avail.	Fit to Piston	Fit
		ance	(Thous.)	Mat'l	(mean)	(mean)	Clearance	Mat'l	(mean)	(mean)	Clearance			(Thous.)	(mean)	Rod
VALIANT and BARRACUDA																
18 V840 V8	68-70	.0005-15		2-CI 2-CI	.078	.01514	.0015-30 .0015-401		.1867	.01910,13	.001-311	.984	2.99	3-8 3-8	00005 00005	.0001-6
26 V8	70	.0025-35	5-20-40	2-CI	.078	.018	.0015-30	1-CI	. 188	.015-55	.0002-50	1.031	3.40	3-8	.0001-6	.006-12
70 VO		.003-13 DDGE SPE		2-CI IONS FO	.078 R 1971	.013-23	.0015-30	1-CI	.188	.015–55	.0005	1.094	3.56	None	.00045-7	5.0007-1
		d with pist			e fit. 5 '6' and .0002	9, .015.	6 '69-'70	, CID, C	CI; 225 CII	D; St.	7 '69-'70,	. 188.	'69, 170 C	CID, oil rin	g gap .015	-55, groo
	11 '69-'7	0,.00020	005. 12	69, steel	rail chrome	faced.	18, '70, ga	p .015-	eel spacer e	clearance	with chron 0002-5.	ne plated	segments.	10 '69_' 15 '70	70, .015–5 0015–30.	5.
AUXHALL	<sup>16</sup> '70, .(	013-23.	<sup>17</sup> '70, .00	7–12.									.01 .02		0013 30.	
iva, Epic	67-69	.0006-1113	5-20	2-CI			.0019-396		.1870 .	.009-14 .	0015-35	12	12	_	4	PF
ctor, Envoyctor, Envoy 97.5 cu, in	68-70	0007-12		2-CI 2-CI			.0015-352 .0015-352			.008-16 .		8664-5	2.808-1: 2.918		4	F5
ctor, Envoy18 120.5 cu. in	68-70	14	5-20-4015	2-CI	.0775	.013518	.0015-352	1-CI	.186	.015-55	.0017-37	1.0	2.91817		.003-5	
va, Epic 70.7 cu. in	70	00125-75	5-20 5-20	2-CI 2-CI	.144	.009-14	.0019-396 .0015-352	1-CI		.009-14 .		.7871-4	2.686 3.16	=	.00015-3	
	<sup>2</sup> Lower i	ring, .001-	3. 4Ha	nd push f	it at 65-75	deg. F.	69 0015-3	5. 5	Sliding fit	without l	ooseness.	6 Lowe	er ring, .00	116-36.	8 To .093	75.
	17 From	'69, 3.160-	75. 18 F	rately, 69	9, .7871-4, 2 Viva, Epic,	GT.	13 .68–.69,	.0009-1	4. 14 .00	0125-175.	15 '69	-'70, 5–20	. 16 '69	-'70, top .	0010-15, 2	nd .010-
OLKSWAGEN 00	67 71	0016 24					0007 254									
00,5 15006, 1600	. 67-71	.0016-24	19 7-39 4	2-CI		.015	.0027-354				.001-2	.7874			PF PF	F
1		.0016-24		2-CI '67-'68.	6.1500	.015	.0023-357	1-CI	_		.001-2	.945	-	_	PP	F
OLVO				, 07-00.	6 1500,	07-09.	<sup>7</sup> Lower	, .0015-	21.							
II models	67-68 .	002	20-301	2-CI 2-CI <sup>2</sup>			.0020-36			010-20 .		.866	_	2-4-8	PP	FP
1, 140, 142, 144, 145, 104, 1 10002.	1 Also 40	, 50.	'69, top CF	2. 4'70	0-'71, 142E	& P1800	E, clearan	ce .002,	o/sizes 10-	.016-22 . -20-30.	.0017-28	.866	V-10	2-4-6	PP	FP
CI-Cast iron. CP-Chrome	plated	F-Floati	ng. FP-	-Finger	oush. L-	-Locked	. PF—	Press fit.	PP_I	Palm pusl	h St-	Steel.	TP—Tin	plated		
				-						unii pun		Decei.		prateu.	1	
					VAL	VE S	ERVIC	ING								
		Valve Face	Valve Seat		Stem to Guide		Tappet		Valve Lift		Seat I	Recondition	oning	Over	size	
MAKE & MODEL	YEAR	Angle	Angle		Clearance		Clearance		vaive Lin	Stone	e dia. & an	gle Se	eat Width	Val Stem		Spring

MAKE & MODEL		F	alve	Se	lve at	G	em to uide	Tap Clear	pet	Val	ve Lift		Seat Red	conditionin	ig	Oversize Valve	
MAKE & MODEL	YEAR	Ar	ngle	An	gle	Cle	arance†	- Cicar	unce			Stone dia	a. & angle	Seat	Width	Stems or Repl.	Spring Pressure*
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides	
ACADIAN AND BEAUMONT 396 V8. 194, 230, 250 IL6. 283, 327, 350 V8. 307 V8. 250 IL6. 350 V8.	67-70 68-71 71 71 1 .003	0010-2	7; '70,	.002;	46 46 46 46 46 46 8, int.	.0017 <sup>13</sup> .0019 <sup>12</sup> .0019 <sup>11</sup> 11 .0018 .0019 .0035, .0	.001913 .002312 .002311 11 .0023 .0020 0155, .0305 Exh0020	; exh003		.4614 <sup>7</sup> .3318 <sup>8</sup> .390 .390 .388 .390 .30, <sup>7</sup> A	.4800 <sup>7</sup> .3318 <sup>8</sup> .410 .410 .388 .410 Il '67, .46 7, Exh0	178-45 178-45 178-45 178-45 178-45 14. 8 25 015-32; 77	50 IL63		.062-94 .062-94 .062-94 .062-94 .062-94 .062-94 .062-94 .068-'69, Ir		94-106@1.88 <sup>10</sup> 54-64@1.66 78-86@1.66 <sup>14</sup> 76-84@1.70 55-64@1.66 76-84@1.70 11 '68-'69, Int. & 6, Exh0012-27.

<b>AMERICAN MOTORS</b> 6 Cyl. OHV (199, 232, 258)	67-71 67-71 1 '67, .0 95-103	29 01-3; *	44.5	110-27.		.0017 <sup>1</sup> .001-3 '67, OVS. ly.) <sup>11</sup>		_ 360 V8, . 040-060.	_ 040-60. 12 '68-'		.375 <sup>12</sup> 4.425 <sup>10</sup> ,19 , 95–1056 14 '70-	@1.812.			m 477, In	OVS 8	85/91-1.8129 35-93@1.81210,14 Spring pressure 98@1.812.
AUSTIN Mini, Sprite II, III <sup>15</sup> Austin-Healey 3000 A110 Westminster Mini Cooper, Super A60 Cambridge 1800 1100, America. Mini II	. 67-68 . 67-67 . 67-69 . 67-68 . 67-71 . 71 . 2 Sprite . 8 Sprite	Mk II	inner	18, out	er 52-	.002	.002-3 .001-2 .0025 .002-3 .002-3 .0025 .0025 .0025 Mk II .31 .0, 52.5,	.012H .012H .012 .012 .015 .015C .012C .012C .012C .012C .0170, Mir	er, .312.	. 2854 . 3145 . 314 . 28510 . 325 . 35214 . 31211 . 28 r, 26. 0. . 11 '69-''	.2854 .3145 .314 .28510 .325 .35214 .31211 .28 6 Outer 71, .318.	17/8-30 11/4-45 11/2-45 		.094 .094         5 fitted.	.207 .2025   rite Mk II.		37.5-1.2978 55.7° 54.2° 52.5 79±2 72-1.5625 <sup>13</sup> 52.5 <sup>12</sup> 37.5
BMV 1800, 1800TI																	
225 V6. 300, 340 V8. 400, 430, V8. 250 L6. 350 V8. 350 V8. 455 V8. 350 V8.	67 67-69 68-71 68 69-70 70-71 71 1 Top;	45 45 45 46 45 45 Bottom	45 45 45 46 45 45 45 , .0015	45 45 46 46 45 45 45 5-35.	45 .0 46 .0 45 .0 45 .0 4 To *68 In	.001-3 <sup>21</sup> 0015-35 <sup>21</sup> 0010-27 0015-35 0015-25 <sup>21</sup> 0015-35 <sup>21</sup> 0015-35 <sup>21</sup> op; Bottom	.0015-354 .0015-324 .0010-27 .0015-35 .0015-322 .0015-322 n, .0020 Exh448	- 8 - 8 - 04. 15 2. 25 -		.393 <sup>22</sup> .421 <sup>24</sup> .388 .3766 <sup>29</sup> .3873 .3818 oversize.	.401 <sup>22</sup> .450 <sup>24</sup> .388 .3766 <sup>29</sup> .4584 .3984 <sup>21</sup> .00			.062 .062   	.062 .062   V8, int. &	OVS15 OVS28 OVS26 OVS27 OVS27 exh399	64@1.727 72@1.890 <sup>25</sup> 56-64@1.66 
350 V8 68 45 45 46 46 0015-35 0015-35 - 3766 3766 OVS <sup>27</sup> 350 V8 69-70 46 46 45 45 0015-35 <sup>28</sup> 0015-32 <sup>8</sup> 3873 4584 OVS <sup>27</sup> 455 V8 70-71 45 45 45 45 0015-35 <sup>28</sup> 0015-32 <sup>8</sup> - 3873 4584 OVS <sup>27</sup> 72@1.890 350 V8 71 45 45 45 45 0015-35 <sup>28</sup> 0015-32 <sup>8</sup> - 3873 4584 OVS <sup>27</sup> 72@1.890 71 45 45 45 45 0015-35 <sup>28</sup> 0015-32 <sup>8</sup> - 3818 3984 OVS <sup>27</sup> 72@1.890 72 1 Topp, Bottom, 0015-35. 4 Topp, Bottom, 002-004. 15 004 010 oversize. 11 .0003 maximum taper. 12 340 V8, int. & exh. 3992. 15 ± 5 for '68. 26 3-15-30 thou, oversize. 27 .010 oversize. 28 .0002 max. taper.  CADILLAC All 67 44 44 45 45 .0005-25 .0010-25 440 .440 .2½-45 15½-45 .045-63 .045-63 RG 60/65 1.946 All 68-70 44 44 45 45 .0005-25 .0010-25 440 .454 OVS <sup>5</sup> 60-65@1.946 All 71 44 44 45 45 .0005-20 .0010-25 - 468 .468 OVS <sup>5</sup> 60-65@1.946 S 3-6-13 thou, oversize.																	
230 L6. 283 V8. 327 V8, 350 V8 <sup>10</sup> . 307 V8. 250 L6. 350 V8.	67 67–69 68	45 45 45 45 45 45	45 45 45 46 45 030.	46 46 46 45 46 8 All	46 .0 46 .0 46 .0	0010-27 0010-27 0010-27 0019	.0015-32 .0010-27 .0010-27 .0010-27 .0019		9 '69, I	.355 .355 .3559 .355 .3880 nt3945,	.355 .355 .355 .355 .3900 <sup>11</sup> Exh41	17/8-45	15/8-45 15/8-45 15/8-45 15/8-45 15/8-45 From '60	.031-62 .031-62 .031-62 .031-62 .013-62 9. 11 350	.062-94 .062-94 .062-94 .062-94 .062-94 .4100.	OVS <sup>7</sup> OVS <sup>7</sup> OVS <sup>7</sup> OVS <sup>7</sup>	54-64@1.66 84-92@1.66 78-86@1.66 <sup>8</sup> 76-84@1.70 54-64@1.66 <sup>8</sup>
CHEVR OLET Corvair 95, 110 hp Corvair 95, 110, 140 hp	. 67	45 45	45 45	46 46 Replace	46 46 able g	.001-3	.0014-29 .0014-35 02-10-20 (e	except tur	bo charge		.3901 .40911 o valve st	13/8-45 tem overs	-	<u> </u>			78-86@1.66 78-86@1.66 nt. & Exh.
194, 250 IL.6. 283, 327 V8. 230, 250 IL.6. 307, 327, 350.	67	45 45 45 45 .015,	45 45 45 45 030.	46 46 46 46 4 327	46 .	0010-27	.0023 .0023 .0015–32 .0010–27 .0155–.030					17/8-45 17/8-45 — 5, .0155,		.031-62 .031-62	.062-94 .062-94 —	OVS <sup>1</sup> , 4 OVS <sup>1</sup> , 4 OVS <sup>1</sup> , 7	54-64@1.66 78-86@1.66 54-64@1.66 76-84@1.70
230,250 IL6 Chevelle 283, 327 V8	. 67–68 . 67–68	45 45	45 45	46 46	46 46	.009	.023	= ,	Ξ	.33186 .390	.3318 <sup>6</sup> .410		15/8-45 15/8-45	.031-62	.062-94	OVS <sup>2</sup> OVS <sup>2</sup> .5	54-64@1.66 78/86-1.66 <sup>11</sup>
C-Cold. H-Hot. † Mean	. • In	n pound	ds com	pressed	to spe	ecified len	gth (valve	closed).									



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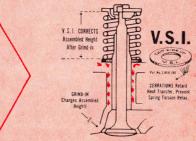


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Valve   Valve   Stem to     Seat Reconditioning   Oversize																
WWE - MODE	WEAR	Face	9	Valve Seat	Gu	iide		ppet	Val	ve Lift	G. 11		1		Oversize Valve	Spring
MAKE & MODEL	YEAR	Angl		Angle Int. Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Width Exh.	Stems or Repl. Guides	Pressure*
CHEVROLET continued	1				40.00	0019					1	1		.062-94	OVS <sup>2</sup>	94-106@1.888
	68 68 2 . 003, .	See 196	68 Che 45 4 0. 5	W/327 V8	0010-25	.0012-27	.015503	05, exh(	. 4614 . 3983 <sup>10</sup> 003 015-		250 IL6,	.388.	.031–62 8 325 hp.	. 84-96@1	OVS <sup>2</sup>	94-106@1.88
Camaro 230, 250 IL6	67-68 67-68	45 45 45	45 4 45 4 45 4	6 46 6 46 6 46 7 .015, .03	.00194 .00194 .00177 0. 3 Int.	.00235 .00234 .00194 .0035, .0	— — — 0155, .030	_ _ 5; exh., .0	.3318 <sup>1</sup> .390 .4614 <sup>6</sup> 03, .015,	.3318 <sup>1</sup> .410 .4614 <sup>6</sup> .030, 4	_	15%-45 15%-45 1-27, 5 '6	.031-62 .031-62 .031-62 .08, .0015-	.062-94 .062-94 .062-94 32. 6 '68,	OVS <sup>2</sup> OVS <sup>3</sup> OVS 3983. 7 '68	54-64@1.66 78-86@1.66 84-96@1.88 , .0010-25.
Corvette, all 327 V8. 427 V8. 327 V8. 427 V8.	67 67 68 68	45 45 45 45 5 hp. eng	45 4 45 4 45 4 2 ines of	6 46 6 46 6 46 6 46 nly; 300 hp 0, 400 hp.,	.0019 .0019 .0010-27 .0010-27	.0023 .0023 .0010-27 .0015-32	.030 <sup>1</sup> .024 <sup>4</sup> .030 <sup>1</sup> 2 .024 h.: 350 hp.	.0301 .0284 .0301 .028	.48511 .51975 .3907 .4614 ers, lift .4	.48511 .51975 .4107 .480		15%-45	.031-62 .031-62 	.062-94 .062-94 	OVS <sup>2</sup> OVS OVS <sup>2</sup> OVS 50305.	78/86-1.66 94-106@1.88 76-84@1.70 94-106@1.88
All Chevrolet 230, 30 250 cu. in. L-6. 427 V8 (incl. Corvette) W/4 bbl. carb 283, 327 V8. 396 V8. 302 V8. 307 V8, 327 V8, 350 V8, (255, 300 h.p.) 350 V8, (350 h.p.). 396 V8 (265 h.p.), 396 V8 (325 h.p.) <sup>31</sup> . 396 V8 (350 h.p.), 427 V8 (390, 400 h.p.) 427 V8 (425, 430, 435 h.p.)	67-69 67-68 67 67 69 69 69 69 69 69 69 25 396 Vi	45 45 45 45 45 45 45 45 45 015—. 030 8 265, 32 draulic li	45 4 45 4 45 4 45 4 45 4 45 4 45 4 45 4	16 46 16 46 16 46 16 46 16 46 16 46 16 46 16 46	.0010-27 .0010-25 .0019 .0017 .001-27 .0010-27 .0010-25 .0010-25 .0010-25 t	.0015-32 .0012-27 .0023 .0019 .001-27 .0010-27 .0012-27 .0012-27 .0012-27 .00155- 03	.030 27 26 .024 <sup>28</sup> 8. 26 V lifters, 03	.030 	.3880 .461 <sup>24</sup> .390 .4614 — .390 .450 .3983 .4614 .5197 030. ic lifters;	396 V8 37	5 h.p., w	/mechanie	cal lifters,	. 062-94 . 062-93 . 062-93 . 062-93 	028 exh.	54-64@1.66 94/106-1.88 78-86@1.66 84-96@1.88 76-84@1.70 76-84@1.70 76-84@1.70 94-106@1.88 <sup>23</sup> 94-106@1.88 <sup>23</sup>
230, 250 L6. 307, 350 V8's (250, 300, 320 hp.) 400 V8. 350 V8 (350, 375 hp.), 402 V8 (330 hp.). 402 V8 (350, 375 hp.), all 454 V8. Vega 307 V8, 350 V8 (except330hp). 350 V8, 330 hp. 400 V8, 402 V8. 454 V8, 365 hp. 454 V8, 425 hp.	70-71 70 70 70 71 71 71 71 71 71 71 250 L6 Int. 46	45 45 45 45 45 45 45 45 45 45 45 45 45 4	45 4 45 4 45 4 45 4 45 4 45 4 45 4 45 4	46 46 46 46 46 46 46 46 46 46 46 46 46 4	.00237 .0020 .0020 .0020 .001 .0018 .0018 .0018 .0018 .0020 .0305 , 69–81@	.0023 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0020 .0020	015 024 024 0 V8, 320 I	.030 .030 .030 .030 hp., Int	.33171 .3903 .4504 .39835 .41999 .390 .4586 .3983 .4614 .5197 3715; Exh	430: 454 V	Sp. Press., 78, 360, 3'V8, 69-8	90 & 450	hp., Int	70, 402 V4614, Exh.		55-64@1.66 76-84@1.70 <sup>4</sup> 76-84@1.70 <sup>4</sup> 69-81@1.88 <sup>6</sup> 71-79@1.75 76-84@1.70 76-84@1.70 76-84@1.88 69-81@1.88 69-81@1.88 V8, 465 hp.,
CHRYSLER BC3, CC2-3, DC2-3, EC2-3, 383 V8 CC1, DC1, EC1, 440 V8			45 4 45 4		.001-3 .001-3	.002-4 .002-4	=	=	.425 .425	.437 .425 <sup>9</sup>	=	0	063- 0949 .063-949	.047063 .047-639		125@1.86 <sup>1</sup> 100@1.86 <sup>1,9</sup>
C-Cold. H-Hot † Mean	* I	pounds	compr	ressed to sp	ecified len	gth (valve	closed).									

MAKE & MODEL	YEAR	F	alve ace	Se	lve at gle	G	em to uide arance†		learance	Valv	e Lift	Stone dis	Seat Rec	conditioning		Oversize Valve Stems or	Spring
WALL & WODEL	LAK		Exh.	-	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Repl. Guides	Pressure*
	71	45 45 45 5@1.8	43 45 45 6.	45 45 45 5 .005	45 45 45 .015-	.002 .001–3 .0023	.003 .002-4 .0033 9'68-'70,	Exh, val	ve lift .437.	.410 .425 .450 Int. seat v	.412 .435 .458 width .06	21/4-45	2-45 2-45	.060-85 .060-85 .060-85 0, Spring p	.040-60 .040-60 .040-60 ressure 125	OVS <sup>5</sup> OVS <sup>5</sup> OVS <sup>5</sup> 6@1.86,	78-88@1.312 125@1.859 105@1.859
DS21, DS19A, DS20	67-71 67-71 2 .00197	30 30		30 30 26-, 860	45 45 61.	2 2 6 ID19A	2 2 1, '67-'69;	.008C 008H ID19B,	.010C .010H 69; D Specia	.334 .334 1, '70.	.334 .334	1 <sup>3</sup> ⁄ <sub>4</sub> -30 1 <sup>3</sup> ⁄ <sub>4</sub> -30		.05906	.05906	None None	132-1.18114 132@1.18114
	67 68–71 67–70 67–70	45.5 44.5 45.5 45 45 45.5 70.	45.5 44.5 45.5 45 45.5 2 Oute	45 45 45 45.5 45.5 45.5 er; Inne	45 45 45 45.5 45.5 45.5 45.5	.0012 .002 .0012 .0012 .0011 .0012	.0022 .002 .0023 .0023 .0023 .0016 * '68 on	.014 .014 .0098 .0169 .0078 .0079	.014 .014 .0118 .0169 .0118	.295 .335 .3944 .335 .457 .413	.457 1 .413 1 carb4	1.77-45 1.48-45 .89-45.5 .89-45.5 1.64-45	1.58-45 1.58-45 1.28-45 Inner; Ou	.063-67 .055071 .067-75 .055 9 iter, 1300,	.067-75	RG RG RG	66@1.52 64@1.54 <sup>2</sup> 27@1.38 <sup>3</sup> 66@1.54 <sup>6</sup> 71@1.62 <sup>7</sup> 47@1.57 <sup>8</sup> Vagon, 64@1.53.
	67-70 67-69 67-70 67-70 67-70 68-70 71 71 71 71 71 71 71 8 361 V8	carb., t. valve ift . 490 or H.P. 0, Int.	int. 1. 83@1. e lift 0, Exh. engine .060	25-1.86 69. 372, Ex . 480, e; '70. 1	45 45 45 6. 20 '68- th40 spring 05@1 h04	.001-3 .002-4 .0023 .0050 .2 Inner, -'69, 62@ .00. 23 pressure .86.	.002-4 .002-4 .003 .0025-45 .002-4 .003-5 .0033 .105-1.86 .1.65. .68 Int. v. 115@1.88 .769-70	.028 6 BD (Int. & E 21 '68, H alve lift . 6. 26 ] Int07-	Int. valve lift	42526 48028 39434 39022 37231 406 373 490 450 orted), in bbl. carb ce lift 39 373 490 450 orted), spr 450 orted), spr 450 sp 50 spr 450 sp sp 50 sp 50 sp 50 sp 50 sp 50 sp 50 sp 50 sp 50 sp 50 sp 50 sp 50 sp 50 sp 50 sp sp 50 sp sp sp sp sp sp sp sp sp sp sp sp sp	8 405 <sup>21,22</sup> 437 <sup>26</sup> 460 <sup>25</sup> 390 <sup>84</sup> 403 <sup>15</sup> , 2 400 <sup>81</sup> 414 399 412 445 <sup>85</sup> 399 480 458 tt., 394, 5, 391, 4, Exh.	22-45 45 17%-45 2-45 2-45 2-45 21/4-45 21/4-45 exh., 39(15°67, 390, sprii 25@1.86 ance eng. 5	2-45 0. 9 36 383 4 bbl ng pressur , 4 bbl., 1 ne, .450, 63-1.69:	l. carb., 125 re 92@1.65 115@1.86; Exh465,	.040-60 <sup>28</sup> .04-6 .04-63 <sup>22</sup> .047-63 <sup>22</sup> .040-60 .050-70 .050-	O OVS6 OVS OVS OVS9 OVS9 OVS9 OVS9 OVS9 OVS9 O	53-1 69 <sup>20</sup> , <sup>27</sup> 100-1 86 <sup>11</sup> , <sup>15</sup> , <sup>24</sup> 53-1 69 <sup>19</sup> , <sup>21</sup> , <sup>20</sup> 100-1 86 <sup>11</sup> , <sup>16</sup> , <sup>26</sup> 50-1 64 <sup>12</sup> , <sup>25</sup> 53@ 1, 69 <sup>20</sup> 53@ 1, 68 <sup>19</sup> , <sup>30</sup> 96@ 1, 65 49-57@ 1, 687 78-88@ 1, 687 78-88@ 1, 687 78-88@ 1, 687 115@ 1, 88 105@ 1, 85 0 d'70, 105@ 1, 86, '68-'70, Int. 11, 86 or 115@ 2, Exh. 400, 28, width .050.
Colt	71	45	45	45	45 .	0010-22	.0020-30	.003C	.007C		1	_	_	.035–51	.035–51	RG	62-65@1.469
850 Sedan, Coupe. Conv., Racer. 1500 Sedan, Convertible. 124 124 Coupe, Convertible. 124S Sedan, S/Wagon.	67-68 67-68 68-71	45.5 45.5 45.5 45 45.5	45.5 45.5 45	45 45 45 45 45	45 45 45 45 45	.0009 .0011 .0011 .002 .0009		.0059 .0079 .005 .017 .008	.0059 <sup>5</sup> .0079 <sup>6</sup> .005 .019 .008	.3386 .3307 .3396 .376 .3396	.3386 .3307 .3396 .376 .3396	6 1.3777 45 1.37-45	8 6 1.24-45 45 1.24-45	.40 .40 .063 .079 .63	. 40 . 40 . 075 . 079 . 75	RG RG RG RG	

124 (1600)	71 45. 5 Coupe, Con	5 45.5 45 5 45.5 45 vertible & R .0098, stone	45 .0013-26 acer .0079, ston	0 .0012-26 .018 0 .0011-24 .012 e diameters 1 .142-45 7-45, 1 .240-45, Seda	.020 .3765 .016 .3583 , 1.024–45, Sedan an in., 1.35–45, Ex	3 .3583 — int., 1.06–45, E		.079 RC .0787 RG	主
	67-68 44 1 .003, .015, collapsed; 2 7 '67 with me	60, 289 V8 chanical lifte	.082152.	Int0008-25; exh067167 at valve-st	0018-35; '66-'67,	.381 17/ ters, .066216 .0010-27. 5	4-45 13%-45 070- 4-45 15%-45 040- clearance at valve st 67, 51/57-1 59. Mechanical lifters, . (	22C. 10 '68 Int04-	
	67 29 67-68 44 67-68 44 2 Int0008-2	chanical lift	45 , 0017 45 , 0019 45 , 0017 8–35; '67, , 0010 ers, , 018C, 1 re, 85–95@1.82,	3 .067167 at valve-s	.016H <sup>12</sup> .344 <sup>8</sup> .028C .500 .18,14 .368 .10- 20 .440 ,.030, 5 200 en stem tip with lifter	.500 21/4 .381 17/ .440 21/4 g, and '67 170 e	4-45 136-45 .070- 1-30 134-45 .060- 4-45 156-45 .040- 1-45 134-45 .040- 105, 51/57-1.59, Mechanical lifters,	80 .070-90 OVS <sup>4</sup> 60 .040-60 OVS <sup>4</sup> 60 <sup>16</sup> .070-90 OVS <sup>4</sup> 8 '67, 170 IL6, .348; 200	48/56-1.5856 80-90@1.82 57-63@1.64 80-90@1.8216 IL6, .3675.
Mustang 170, 200 6 Cyl.  Mustang 289 V8 (2V, 4V).  Mustang 289 V8 (HP).  Mustang 390 V8 (HP).	67-68 44 67-68 44 67 44	44 45 44 45 44 45 44 45 -25, exh00	45 1 45 .0019 45 .0019 45 .0019	1 2 10019 10 .0019 10 .0019 .1020 6216 clearance at v	3 .348 <sup>3</sup> 10 .368 10 .477 .1020 .440 alve stem tip w/by 8, .06-8, spring pr	.381 17 .477 13 .440 21 yd. lifter collaps	ed; mechanical lifters	60 <sup>11</sup> .040–60 <sup>11</sup> OVS <sup>4</sup> 60 .040–60 OVS <sup>4</sup> 60 <sup>12</sup> .070–90 OVS <sup>4</sup>	
(full-size Ford) 240 6 Cyl. 427 V8. 289 V8 (2V) 390, 428 V8 (4V).	67 29 67 44	44 45 44 45 .030. 7	45 .0017 45 .0019	.0027 .028 <sup>15</sup> .0019 <sup>7</sup> , <sup>16</sup> .0017 <sup>18</sup> .1020	1 08- 15 <sup>14</sup> .376 .028 <sup>15</sup> .500 <sup>7,16</sup> .368 .1020 .440 arance at valve ste	.500 2½ .381 17 .440 2½ m tip w/hyd. lif	8-45 158-45 .060- 4-45 134-45 .060- 8-45 158-45 .040- 4-45 134-45 .040- fter collapsed; 17 '68 .06-8.	-80 .070-90 OVS <sup>4</sup> -60 .040-60 OVS <sup>4</sup>	76/84-1.700 80/90-1.82 57-63@1.64 80-90@1.8219
302 Falcon, Fairlane, Torino, Mustang 427 Fairlane, Torino, Mustang <sup>1</sup>	1 68 44 68 29	44 45 44 30	45 .0010-2	7 .0015–32 .015 4 .0020–34 .015	.015 .368 .015 .481	.381 17	%-45 15%-45 .060- 4-30 134-45 .060-	-80 .060-80 3-15-3	0 71-79@1.66 0 80-90@1.820
170 6 Cyl. 200 6 Cyl. 240 6 Cyl. 250 6 Cyl. 350 2 V8 (2V) 351 V8 (2V, 4V) 390 V8 (2V, 4V) 428 V8 (4V Cobra Jet). 429 V8 (4V) 460 V8 (4V) 302 V8 Boss 428 Cobra Jet, Ram Jet, Police 429 V8 4V Cobra Jet, Sup. Cobra Jet 429 V8 4V Boss 429 V8 4V Obra Jet, Sup. Cobra Jet 429 V8 4V Boss 400 V8 (2V) Pinto 2000. Pinto 1600.	69-71 44 69-71 44 69-71 44 69-71 44 69-71 44 69-71 44 69-71 44 70-71 49 70-71 29 70-71 29 71 44 71 45 71 45 71 45 71 Clearance a	44 45 44 45 45 44 45 45 44 45 45 46 45 46 4	45 .0018 45 .0018 45 .0018 45 .0018 45 .0018 45 .0018 45 .0018 45 .0023 45 .0023 45 .0023 45 .0017 45 .0017 45 .0018 44 .0007-2 44 .0008-3 45 .0018 46 .0008-3 5 .0018	0023 1131 0023 1501 0023 1501 0018 1251 0018 1251 0023 .0258 0023 .0258 0027 10 0027 10 0027 10 0027 10 0023 15	lift Exh., 400. 7	348 13, 440° 17 368 18, 381 17 448 2- 430 24, 490 24, 486 24, 477 24, 490 27 11 51511 24, 505 23 1 3199 - 7 3199 - 1 down after con 7 3199 .	\$\\ 45 \ 15\\\ 45 \ .060\\\ \ 45 \ .060\\\\ 45 \ .060\\\\ 45 \ .060\\\\ 45 \ .060\\\\ 45 \ .060\\\\ 45 \ .060\\\\ 45 \ .060\\\\\ 45 \ .060\\\\\ 45 \ .060\\\\\ 430 \ 13\\\ 445 \ .060\\\\\ 430 \ 13\\\ 430 \ 13\\\\ 45 \ .060\\\\\\\ 430 \ 13\\\\ 45 \ .060\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	6012 070-90 OVS2 6012 089-90 OVS2 6012 070-90 OVS2 80 060-80 OVS2 80 060-80 OVS2 80 070-90 OVS2 80 070-9 OVS3	& Ram Jets;

C-Cold.

H-Hot.

† Mean.

			lve	Va Se	lve		m to		ppet	Valv	e Lift		Seat Reco	onditioning		Oversize Valve	
MAKE & MODEL	YEAR		ngle		gle		rance†	Cle	arance		C Line	Stone dia	. & angle	Seat V	Vidth	Stems or Repl.	Spring Pressure*
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides	
	67 68-71 68-71 71	45 45 45 45 45 45 015.	45 45 45 45 45 45 41 41	45 45 45 45 44 45 erts us	45 45 45 45 45 45 ed.	.0019 .0008-3 .0019 .0019 .001 .0007	.0028 .0028 .0028 .0025 .001 .0018	.008C .0012 .0095 .012 .010H .008C ch017.	.018C .0012 .0195 .022 .017H .010C	.315 .315 .315 .342 	.319 .319 .319 .337 	-  34-45  34-45		.0625 .0625 .0625 .1/16 .062	.078 .078 .078 .078 5/64 .078	OVS <sup>2</sup> OVS <sup>2</sup> OVS OVS	46.5-1.263 44-49@1.263 44-49@1.263 60-64@1.417
HILLMAN	67 Outer:	45 inner,			45			.012H 9-1,43 spi	.014H ring free le	ngths que	—	11/2-458		. 050-70	. 050-70	RG	53.7-1.581
Honda S600	67	45	45	45	45	.0019		.008	.008	.035	.040	-	-	.047-66	.047-66	RG	
	67-71	45 0150	45 30.	45 2 '71,	45 .435.	.001-3	.002-4	-		. 425	.4372	21/4-45	2-45	.060-85	.040-60	OVS	1251.86
	67-69 Seat cu	45 atting a	45 angle 60	45	45 , 120°.	.0021 2 Out	.0031 ter 60.3 (	.0128	.014 <sup>8</sup> 3 '68, In	_ t010, E	 Exh012	(Hot).	1	.047-59	.047-59	RG	25-1.4962
4 Mk II, 3.8 and 4.2 engines	67-71 68 Inner;	45	45 45 48 375-	45 45 -1.313	45 45	.001-4	.001-4		.006C .006	.375 .375	.375 .375	17/8-45 17/8-45	184-45 184-45	.100	.100	RG RG	30.3-1.2191 30.3@1.221
(AISER-JEEP -75 Engines -232, 8-327 Engine	67-71 67-71 67-71		- 44 45 -	45 30 45 45	45 45 45 45	.0025	.0020 .002-36 .00256	— Hyd.	.016 — — Hyd.	.260 .375 .391 Hyd.	.351 .375 .401 Hyd.	2½-45 2-30 184-45 45	1 <sup>3</sup> / <sub>4</sub> -45 1 <sup>5</sup> / <sub>8</sub> -30 1 <sup>1</sup> / <sub>2</sub> -45 -45	.078-93 <sup>5</sup>	.078-93 <sup>5</sup> .062	RG RG OVS	73-1.66 85/91-1.8125 64-1.64 75@1.727
AND ROVER eries II, 11A 21/4 litreeries II 2 litre, 21/4 litre Diesels	67-71 67-68 67-68	30 45	45 45	30 45 30	45 45 45	.001-3	.001-3	006	010H .010H .010 .010	. 257 . 262 . 390 outer 46-	.257 .279 .444	17/8-30 — er, 17.5-1	=	Ē	Ξ	RG RG RG	47-1.50 <sup>2,3</sup> 47-1.50 <sup>2</sup>
INCOLN-CONTINENTAL 62 V8 (4V)	67-68 68	44 45.5 TO F	44 45.5	45 44.5	45 44.5	.00017	.00019	1,5 .075-175 <sup>5</sup>	1,5 .075–175 <sup>5</sup> TER MOD	. 441 Hvd.	.441 Hyd. 1 .083	21/4-45		.060-80	.070-90  5 At valv	OVS4 — re stem tip	66-74@1.65 76-84@1.81 w/hyd. lifter
	69-71	45 45 45 45 37.07(6	45 45	45 45 45 45 2.	45	.001-3 007-21	.015-34	.014	.012 .012 .010 .016 rom '70, 3	.355 .394 .323 .374	.355 .394 .323 .374 8. <sup>5</sup> In	1 <sup>3</sup> ⁄ <sub>4</sub> -45 1 <sup>3</sup> ⁄ <sub>4</sub> -45 1 <sup>3</sup> ⁄ <sub>4</sub> -45 45 nner, 21@	18/4-45 18/4-45 45	.0051 .083 .069 .083	.0051 .055 .055 .055	RG RG RG	14.86@1.181 19.86@1.22 <sup>4</sup> 46.2@1.380 31.5@1.339 <sup>5</sup>
MERCEDES-BENZ 20D8	69	30 45 INFO	45	30 45 — FION	30 45 NOT	= AVAILA	_ _ BLE FR	.004 .003 .04 OM MER	.016 .0075 .010 CEDES-B	ENZ.	_ _ 5 220/8		=		$\equiv$	RG RG	

MERCURY																
Comet 200 IL6 Comet 289 V8 (2V) Comet 390 V8 (2V, 4V, HP) Comet 427 V8 (4V, 8V)	67 67	44 44 29	44 45 44 45 44 45 44 30 0. 10	45 45 45 45	.0017 .0018 .0017 .0017	.0018 .0018 .0017 .0027	10,11 10,12 .1020 .028C	10,11 10,13 .1020 .028C echanical life	.3675 .368 .440 .500	.3675 .381 .440 .500	13/4-45 17/8-45 21/4-45 21/4-30 Mechanic		.070-80 .040-60 .040-60 .060-80 .022C	.070-80 .040-60 .070-90 .070-90	OVS <sup>1</sup> OVS <sup>1</sup> OVS <sup>1</sup>	51-57@1.59 57-63@1.64 80-90@1.82 80-90@1.82
Cougar 289 V8 (2V, 4V)	67	44	44 45 44 45	45	.0018 .0017 Mechan	.0018	1,2	1,2 .1020	.368 .440 .015, .030.	.381	17/8-45 21/4-45	15/8-45	.040-60	.040-60	OVS <sup>3</sup>	57-63@1.64 80-90@1.82
Meteor 240 6 Cyl	67	44	44 45	5 45 5 45 5 45	.0018 .0018 .0017	.0018 .0018 .0017	.08157 10,11 .1020 collapsed.	.08157	.376 .368 .440	.400 .381 .440		15/8-45 15/8-45 13/4-45 Mechani	.060-80 .040-60 .040-60 ical lifters,	.080-90 .040-60 .070-90	OVS <sup>5</sup> OVS <sup>5</sup>	76/84-1.700 57-63@1.64 80-90@1.82
390 (2V), 410 (4V), 428 (4V) V8	67 2 Oversize	44 es, .003	44 45	45	.0017	.0017	.1020	.1020	. 440	.440		134-45		.070-90	OVS <sup>2</sup>	80-90@1.82
All Models	00-71	REFE	K 10	FURD SI	ECIFIC	ATIONS										
MG Midget, Mk III MGB, GT.	67-71 67-71 5 '67, 37.	45.5 4				.0025 0025 49. 7	.012H 018 Outer; inn	.012H 018 ner, 18	.318 350 8 '68-'71,	.318 350 Inner 25	11/2-45		_ @1.383.	=	RG RG	52-1.2918,8 556-1.575
	67-71 67-69 67 69 70 71 71 8 003, 6	45 30 45 46 <sup>17</sup> 30 46 <sup>20</sup> 46 46 <sup>22</sup> 005, .01 only, Is 0 V8 F8	46 30 46 45 46 45 0, .013; nt. & E: 55 mode 19 '70, 3	6 46 0 45 5 45 5 45 5 45 0 45 0 45 0 45 0 45	.001-3 .0013 .0019 .0019 .0019 .0019 .0019 .0019 .0019 .0019 .0019 .0019	.0010-23 Int. and 4600 & 3	Trans., .477; OVS 3-1	72i nt. & ex 5-30. 13 '69, Int0 nes; 365 hp	sh. 10 37 8 '68 Int. v: 001–27, Ex 0. @ 5000.	alve lift h0015 390 & 40	gine, int. .4187, E <sub>2</sub> -32.	ch. 4482. 7 '69, 350; gines; 472;	14 '68, 455GT, 31	475. 20	390. 0, 325 hp., 365 hp. @	Int 4741, 5000, 370hp.,
	71 Exhaus		45 45 @1.36.	5 45	.0010-25	. 0024–3	99 —	_	.39	.39	_	_			ovs	81.6@1.571
<b>PEUGEOT</b> 204, 404 204, 304 404, 504	70 70	30 30	45 30 45 30 45 30 Int., 1	0 45	.0008 .00104 .0010 3 204	.0016 .0016 .0016 .304, 40	.004 .004 .004 4. outer; in	.010 .010 .010 .010	. 249 . 2657 <sup>5</sup> . 2417 @1.457; 50-	. 249 . 2657 <sup>5</sup> . 2444 4 outer 8	1.378 <sup>2</sup> 1.469 1.614 35–90, inn	1.181 <sup>2</sup> 1.181 1.378 er 40-45.	.059 .047 .047 4 204 .	.059 .055 .055 .0008, 5	None OVS OVS 204, Int. a	80-83@1.614 <sup>3</sup> 80-83@1.614 <sup>3</sup> and Exh., .249.
PLYMOUTH All 6 Cyl. 383. 413 V8. 440 V8. 426 V8. 273 V8. 318 V8. 273,318 V8.  C—Cold, H—Hot, † Mean.	67 70 67 67 67 67 67 67 68–70	45 45 45 45 45 45 45	43 43 45 41 45 45 45 44 45 45 45 45 45 45	5 47 5 45 6 45 6 45 6 45 6 45	.001-3 .001-3 .001-3 .002-4 .001-3 .001-3	.002-4 .002-4 .002-4 .003-5 .002-4 .002-4	.028 .013H .14 Hyd.	.020 .032 .021H Hyd.			176-45 214-45 - 2-45 2-45 216-45	1 1/2-45 18/4-45 - - 13/4-45 18/4-45	060-85 <sup>26</sup> 063-94 .060-85 .060-85 .060-85 .060-85	040-60 047-63 040-60 .040-60 .040-60 .040-60 .040-60	OVSI OVS OVS OVSI OVSI OVSI	53-1.691 <sup>s</sup> 100-1.861 <sup>2</sup> 125@1.86 105-1.86 <sup>2</sup> 53@1.691 <sup>8</sup> 53@1.691 <sup>8</sup> 92@1.65 <sup>22</sup>
C Cold. 11-11ot.   Weath.	in	pounds	compre	sseu to sp	ecined len	Ren (Agi.	ve closed)									

Spring

Pressure\*

Seat Reconditioning

Seat Width

Stone dia & angle

Oversize

Valve

Stems or

Repl.

PANTIAC   See Sunbeam   For Cricket see Su			Int.	Exh.	Int Es	h. Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides		
FOR 1971, SEE DODGE SPECIFICATIONS.  1, 005 - 015 - 034, c. t.e. th.; 18P1, BR1, 67-69, 394 int., 390 ext., 190 ext., 191, 193, 194, 194, 194, 194, 194, 194, 194, 194								1 2 7										
1,005-015-030,   2 Outer 50-1,64 int. & exh.   1BP1, BR1,   37-69, 304 int. 300 exh.   318 V8, 4 bbl. carb., 320 int. 300 exh.   16,703, 450 etc.   16,703, 450 etc	383, 426. 440 V8	68-70	45	45	45 45	.001-317	.002-417	.02823	.03223	17,18	17,18	- 7	_	.060-85	.040-60	OVS1	115@1.86	19,25
PONTIAC  18 '08 - 70 '08 '08 - 70 '08 '08 - 70 '08 '08 - 70 '08 - 10 '08 - 70 '08 - 70 '08 - 10 '08 - 70 '08 - 70 '08 - 10 '08 - 70 '08 - 70 '08 - 10 '08 - 70 '08 -	For Cricket see Sunbeam	1 005-	015- (	E DOL	Outor 50	OFFICATIO	NS.	DD1 DD1	'67 '60	204:	2001							
**168-70. 53@1.65		12 '67, 3	83 4 bt	ol. carb	., 125@1.	36. 13 4 1	bl, carb	83@1.69.	14 318	V8. hvd. li	fters.	15 318 V8	4 bbl. c	arb. 391.				
28 V8		16 '68-'7	0,63a	1.65.	17 426.	Stem-to-gui	de clearai	nce: Int00	02-4. Exh	003-5:	Valve lift	. Int. 49	0. Fxh	480. 18	Int. 383 .4	25, 426 .4	90, 440 . 450	;
283 V8		Exh. 23 '60_'7	0 426	7, 426 V8 0	480, 440	.465. 19	Standard	440 & 2 bb	1. 383, 125	5@1.86.	20 '69_	70, .070-	90. 21	Not '69.	22 '69-'7	0, 83-1.69		
327 V8. 67-68 45 45 46 46 0010-279 0015-329 — 3907 4107 — 031-62 002-93 0V\$2 78/86-1.60019 390 V8. 78/86-1.60019 — 4614 4407 — 031-62 002-93 0V\$2 84/96-1.88 427 V8 W/4 bbl. carb. 67 45 45 46 46 0017 0019 — 17 4618 48018 — 031-62 002-93 0V\$2 84/96-1.88 220 cu. in. 1-6. 67-71 45 45 46 46 00192 0012-27 — 3983 3988 — 031-62 002-93 0V\$2 94/106-1.88 230 cu. in. 1-6. 67-71 45 45 46 46 0010-25 0012-27 — 3963 3983 — 031-62 002-93 0V\$2 94/106-1.88 247 V8. 68-69 45 45 46 46 0010-25 0012-27 — 3963 3983 — 000-27 002-93 0V\$2 94/106-1.88 230 V8 (220, 300 hp.) 68-69 45 45 46 46 0010-25 0012-27 — 3963 3983 — 000-27 002-93 0V\$2 94/106-1.88 230 V8 (220, 300 hp.) 68-69 45 45 46 46 0010-25 0012-27 — 3908 3983 — 000-27 002-93 0V\$2 94/106-1.88 230 V8 (280, 300 hp.) 68-69 45 45 46 46 0010-25 0012-27 — 3908 3983 — 000-27 002-93 0V\$2 94/106-1.88 230 V8 (280, 300 hp.) 68-69 45 45 46 46 0010-25 0012-27 — 3908 3983 — 000-27 002-90 0V\$2 94/106-1.88 240 0V\$3 000 0V	PONTIAC		0, 420	VO, . 0.	20, 202, 44	0, nya.; 70	, an nyd.	~ 70, 1	nt 597,	Exn 393	. 20	0, 363, 12	001.00;	420, 1100	91.80; 440,	105@1.80	•	
396 V8. 67 45 45 46 46 0017 0019	283 V8	67						-	_			17/8-45	134-45	.035-60	.062-93			
427 V8 W/4 bbl. carb. 67 45 45 46 46 0017 0019 11 17 46118 48018 — 031-62 062-93 OV52 94/106-1 88 250 cu in. L-6. 67-71 45 45 46 46 001972 0023 — 388 388 — 031-62 062-93 OV52 96/64-1 66 396 V8, 265 hp. 68-69 45 45 46 46 0010-25 0012-27 — 3983 3983 — 0-1-62 062-93 OV52 84-86/1 8079 427 V8. 68-69 45 45 46 46 0010-25 0012-27 — 46141 480019 — 0-0 V52 94-106/1 88 2000 427 V8. 68-69 45 45 46 46 0010-25 0012-27 — 46141 480019 — 0-0 V52 94-106/1 88 2000 410 — 0-0 V52 9	327 V8	67-68						26 —				_	_					
250 ct. in. 16. 67-71 45 45 46 46 .0019*2 .0023 — 388 .388 — .031-62 .062-93 .075* .56/64-1.66 .893* .985 .50	427 V8 W/4 bbl. carb	67						17										
399 V8, 200 hp. 68-69 45 45 46 46 0010-25 0012-27 — 3983 3983 — OVS 84-86/1.80% 427 V8. 86-69 45 45 46 46 0010-25 0012-27 — 4014 480021 — OVS2 94-86/1.80% 427 V8. 86-69 45 45 46 46 0010-25 0010-27 7300 80 hp. 10 — 300 410 — 300 30 hp. 410 — OVS2 76-84(@.70 V8) 2003-015-030 *67, int. & exh. 0101-27, 768, Int. 0101-27, 7300 80 hp. 10 — 300 30 hp. 410 — OVS2 76-84(@.70 V8) 2003-015-030 *27, 0020. *67, int. & exh. 0101-27, 768, Int. 0101-27, 7300 80 hp. 10 — 76-84(1.70. *2003-015-030) *27, 0020. *27, 0020	250 cu. in. L-6	67-71	45	45	46 46	.001922		_										
350 V8 (250, 300 hp.)    69-70	396 V8, 265 hp	68-69										_	-	_	_			
1,003015030  0 67   1,11	350 V8 (250, 300 hp.)	69-70				.0010-25						-	_		-			
W/spec. cam.,		2 .003-	0150	30.	6 '67, int.	& exh00	10-27. '68		)-27.	300 & 30	5 hp., 4	471. 8	0035	0155 0305	int · 003			70
400 V8 (CR 8.6)		17 W/sp	ec. can	020	int., .024	exh. 18				h. 19 7	6-84/1.7	0. 20 '6	9, 84-96	@1.88.	21 '69, W/	390 hp.; w	/335 hp., .3	983.
400 V8 (CR 10.5) 67 29 44 30 45 0025 0030 — — .410 4138 — — — .0VSt 59-65@1.586 400 V8, 428 V8 (CR 10.75) . 667 29 44 30 45 0025 0030 — .414 413 — — .0VSt 59-65@1.586 400 V8, 428 V8 (All). 68 29 44 30 45 0025 0030 — .376:0 412:0 — .0VSt 59-65@1.586 428 V8, HO669 46: 44 459 45 0025 0030 — .410:2 413:1 — .0VSt 59-65@1.586 428 V8, HO669 46: 44 459 45 0025 0030 — .410:2 413:1 — .0VSt 59-65@1.586 428 V8, HO670 45 45 46 46 002 002 — .3983:1 43:0:3 — .0VSt 59-65@1.586 428 V8, HO600 40: 44 459 45 0024 0029 — .414:0: 413:1 — .0VSt 59-65@1.586 428 V8, HO600 40: 43 45 0024 0029 — .414:0: 413:1 — .0VSt 59-65@1.586 428 V8, HO600 40: 43 45 0024 0029 — .414:0: 413:1 — .0VSt 59-65@1.586 428 V8, HO600 40: 43 45 0024 0029 — .414:0: 413:1 — .0VSt 59-65@1.586 428 V8, HO600 40: 43 45 0024 0029 — .414:0: 413:1 — .0VSt 59-65@1.586 428 V8, HO400 40: 400: 400: 400: 400: 400: 400:	400 V8 (CD 8 6)	22 From					0020			407								-01
428 V8 (CR 10.75). 67 29 44 30 45 0025 0030 — — 414 413 — — OVS4 59-656].1,586 400 V8, 428 V8 (All). 68 29 44 30 45 0016-33 0021-38 — 8 8	400 V8 (CR 10.5), 428 V8 (CR 10.5)	67												_	_			
400 V8. 428 V8 (All). 68 29 44 30 45 0016-33 0021-38 - 8 8	428 V8 (CR 10.75)	67	29		30 45							_						
428 V8, HO. 69 469 44 459 45 0025 0030 — 41012 41311 — — OVS 59-65@1.586 454 V8 (345, 390 hp.) 70 45 45 46 46 002 002 — 398313 43013 — — OVS 59-65@1.586 455 V8 (360, 370 hp.) 70 29 44 30 45 0024 0029 — 4141418 1413 — — OVS 459 6-65@1.586 425 V8 (360, 370 hp.) 8 Automatic trans., 414 8 2 bbl. 400, 265 & 290 hp. w/AT; Int., 375, Exh., 410; 4 bbl. 400 w/MT Int., 407, Exh., 411; 428 V8 w/H.T., 410; 4 bbl. 400 w/MT Int., 407, Exh., 411; 428 V8 w/H.T., 410, 12 428 V8 HO w/H.T., 410, 13 7 7 345 hp.; 390 hp., V. lift, Int., 4614, Exh., 480, Sp. press., 69-81@1.88, 14 70. ± 0.11, 16 70, w/MT; w/AT, 410± 101; 63, 3-69.3@1.56. 16 15 15 70. 345 hp.; 390 hp., V. lift, Int., 4614, Exh., 480, Sp. press., 69-81@1.88, 14 70. ± 0.11, 16 70, w/MT; w/AT, 410± 101; 63, 3-69.3@1.56. 16 15 15 70. 345 hp.; 390 hp., V. lift, Int., 4614, Exh., 480, Sp. press., 69-81@1.88, 14 70. ± 0.11, 16 70, w/MT; w/AT, 410± 0.11; 63, 3-69.3@1.56. 16 15 15 70. 345 hp.; 390 hp., V. lift, Int., 4614, Exh., 480, Sp. press., 69-81@1.88, 14 70. ± 0.11, 16 70, w/MT; w/AT, 410± 0.11; 63, 3-69.3@1.56. 16 15 15 15 15 10 15 15 10 15 15 15 15 15 15 15 15 15 15 15 15 15	400 V8, 428 V8 (All)	68						8 —		TO STATE OF THE PARTY OF THE PA	8	-	_	-	-		59-65/1.5	86
454 V8 (345, 390 hp.). 70 45 45 46 46 002 002								-	_			_	-	-				
455 V8 (360, 370 hp.).  70 29 44 30 45 0024 0029 — (4)4 <sup>1</sup> , 10 <sup>2</sup> 4]314 — 0V,8 t 59, 6-65, 6@1, 586 4 00, 10, 1003 — 005, 5 Automatic trans., 414 5 2 bbl. 400, 265 8 290 hp. w/AT; Int., 375, Exh., 410; 4 bbl. 400 w/MT Int., 407, Exh., 411; 428 V8 W/H.T., 410, Exh., 413; 2 bbl. 400 W8 W/MT & 4 bbl. 400 w/MT Int., 407, Exh., 412; 4 bbl. 428 4.0, Int., 414, Exh., 413.  **Small valves: large valves face angle 29°, seat angle 30°, 10° W/MT, Int., 410, Exh., 414, 11 428 V8 w/H.T., 410, 12° 428 V8 HO w/H.T., 410, 15° 70, 110 + 10° 70, w/MT; w/AT, 410 ± 10° 10°, 10° 70, w/MT; w/AT, 410 ± 10° 10°, 10° 10°, 10° 10°, 10° 10°, 10°,	454 V8 (345, 390 hp.)	70	45								43013					OVS4		
428 Int. 410, Exh. 413; 2 bbl. 400 V8 w/MT & 4 bbl. 400 w/MT Int. 407, Exh. 412; 4 bbl. 428 4 0. Int. 414, Exh. 413.  Small valves; large valves face angle 29°, seat angle 30°.  Firebird (230 OHC 6).  67 29 44 30 45 0029 0034 — 4009 4009 — 00034 14 70; ±011.  Tempest & Firebird 326 V8.  67 29 44 30 45 0025 0030 — 44012 40012 — 0005 92-102@1.5812  Tempest & Firebird 326 V8.  67 29 44 30 45 0025 0030 — 44013 41313 — 0005 92-102@1.5812  Tempest & Firebird 400 V8 (Ram Air).  67 29 44 30 45 0025 0030 — 41013 41313 — 0005 90-65@1.586  Firebird 400 V8 (Ram Air).  67 29 44 30 45 0025 0030 — 41013 41313 — 0005 99-65@1.586  Firebird 400 V8 (Ram Air).  68 29 44 30 45 0025 0030 — 41013 41313 — 0005 99-7107@1.586  All 250, 350, 400.  68 29 44 30 45 0025 0030 — 41013 41313 — 0005 99-7107@1.586  All 250, 350, 400.  68 29 44 30 45 0025 0030 — 41013 41313 — 0005 99-7107@1.586  All 250, 350, 400.  68 29 44 30 45 0025 0030 — 40015 40015 — 0005 99-65@1.586  All 250, 350, 400.  68 29 44 30 45 0025 0030 — 40015 40015 — 0005 99-65@1.586  All 250, 350, 400, 400.2V-GTO 69 46 44 45 45 0025 0030 — 37618 41218 — 0005 99-65@1.586  350, 400, 400, 200 X-GTO 69 46 44 45 45 0025 0030 — 37618 41218 — 0005 99-65@1.586  400 V8 (330, 345, 350, 366 hp.).  70 29 44 30 45 0024 0029 — 37618 41218 — 0005 90-65 0005 99-65 0005 99-65 0005 90-	455 V8 (360, 370 hp.)	70				.0024	.0029			.41414.1	6 .41314		_	_	_	OVS4 5	9.6-65.6@1	.5816
Small valves; large valves face angle 29°, seat angle 30°,   10° W/MT, Int. 410, Exh414,   11 428 V8 w/H.T410,   12 428 V8 HO w/H.T., .410,   18 70, 36 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 56 1, 50 1, 56 1,					Automa	tic trans., .	414. 8	2 bbl. 400,	265 & 29	0 hp. w/A	T; Int.	375, Exh.	.410; 41	bbl. 400 w	MT Int	407, Exh.	.411;	
Tempest (230 OHC 6)		9 Small	valves:	large v	alves face	angle 29°	eat angle	30° 10	W/MT I	.407, Exh	vh 414	11 428	7.0, Int.	.414, Exh.	12 478 1	/8 HO w/F	T 410	
Tempest (230 OHC 6)		13 '70 3	45 hp.;	390 hp	., V. lift,	nt4614, I	Exh 480	Sp. press.,	69-81@1	.88.	14 '70. ±	.011.	16 '70. w/	MT: w/A				
Tempest & Firebird 326 V8. 67 29 44 30 45 0025 0030 — 375 410 — 0V\$s 59-65@1.586  Firebird 400 V8 (Ram Air) 67 29 44 30 45 0025 0030 — 41013 41313 — 0V\$s 59-65@1.586  Firebird 400 V8 (Ram Air) 67 29 44 30 45 0025 0030 — 41013 413 — 0V\$s 59-65@1.586  All 250, 350, 400 — 68 29 44 30 45 0016-33 0021-38 — 14 4 — 0V\$s 79-7107@1.586  All 250 6 Cyl. 68 29 44 30 45 0016-33 0021-38 — 14 4 — 0V\$s 79-107@1.586  All 250 6 Cyl. 69 45 45 46 46 0025 0030 — 40015 40015 — 0V\$s 94-100@1.66  350, 400, 400-2V-GTO 69 46 44 45 45 0025 0030 — 37618 41218 — 0V\$s 94-100@1.66  350, 400, 400 V8 (265, 290 hp.) 70 44 44 45 45 0025 0030 — 37618 41218 — 0V\$s 59-65@1.586 59-65@1.586 50 60 1.58  400 V8 (330, 345, 350, 366 hp.) 70 29 44 30 45 0024 0029 — 41018 20 41318 — 0V\$s 59-65.66 1.58 18 18 455 V8 (360, 370 hp.) 70 29 44 30 45 0024 0029 — 52718 52718 52718 — 0V\$s 59-65.66 1.588 18 18 455 V8 (360, 370 hp.) 70 29 44 30 45 0024 0029 — 41018 20 41318 — 0V\$s 59-65.66 1.588 18 18 455 V8 (360, 370 hp.) 70 29 44 30 45 0024 0029 — 41018 20 41318 — 0V\$s 59-65.66 1.588 18 18 455 V8 (360, 370 hp.) 70 29 44 30 45 0024 0029 — 52718 52718 52718 — 0V\$s 70.5-80.5@1.818 18 14 455 0024 0029 — 4141218 41318 — 0V\$s 70.5-80.5@1.818 18 14 250 6 cyl. 1 bbl., int. 428; exh. 438; spring pressure 59-65@1.586.5 13 Automatic, exh. 414; 360 hp., int. 414, exh. 413.  14 250 6 cyl. 1 bbl., int. & exh. 400. spring pressure 94-100@1.663; 250 4 bbl., wAT int. 407, exh. 411 (GTO 410 & 413), spring pressure 59-65@1.586; 350 4 bbl., wAT int. 407, exh. 412, ov. MT int. 407, exh. 411 (GTO 410 & 413), spring pressure 59-65@1.586; 400 H.O. wMT & 440, wAT int. 407, exh. 413, spring pressure 59-65@1.586; 400 H.O. wMT & Am Air wAT int. 414, exh. 413, 59-65@1.586; 400 H.O. wMT & Am Air wAT int. 414, exh. 413, 59-65@1.586; 400 H.O. wMT & Am Air wAT int. 414, exh. 413, 59-65@1.586; 400 H.O. wMT & Am Air wAT int. 414, exh. 413, 59-65@1.586; 400 H.O. wMT & Am Air wAT int. 414, exh. 413, 59-65@1.586; 400 H.O. wMT & Am Air wAT int. 414, exh. 413, 59-65@1.586; 400 H.O. wMT & Am Air wAT int.	Tempest (230 OHC 6)	67						_	_					_		OVS8	92/102-1.	
Tempirat 400 V8. 67 29 44 30 45 0025 0030 — 41018 41318 — — 0V\$8 59-65@1.586  All 250, 350, 400 68 29 44 30 45 0016-33 .0021-38 — 14 14 — — 0V\$8 97-107@1.586  All 250, 350, 400 68 29 44 30 45 .0016-33 .0021-38 — 14 14 — — 0V\$8 97-107@1.586  250 6 Cyl 69 45 45 46 46 .0025 .0030 — 40018 40018 — 0V\$8 94-100@1.66  350, 400, 400-2V-CTO 69 46 44 45 45 .0025 .0030 — 40018 40018 — 0V\$8 94-100@1.66  350 V8, 400 V8 (265, 290 hp.) 70 44 44 45 45 .0025 .0030 — 37618 41218 — 0V\$8 59-65@1.58617  350 V8, 400 V8 (330, 345, 350, 366 hp.) 70 29 44 30 45 .0024 .0029 — 41018 20 41318 — 0V\$8 59.6-65.6 (@1.58 400 V8 (370 hp.) 70 29 44 30 45 .0024 .0029 — 52718 2718 0V\$8 50.65.0 ( 61.60 1.5918 400 V8 (370 hp.) 70 29 44 30 45 .0024 .0029 — 52718 0V\$8 70.5-80.5@1.88 455 V8 (360, 370 hp.) 70 29 44 30 45 .0024 .0029 — 41421.18	Tempest & Firebird 326 V8	67	29					_					-	-	-			
Firebird 400 V8 (Ram Air) 67 29 44 30 45 .0025 .0030 — .413 .413 —	Tempest & Firebird 400 V8	67	29		30 45													
250 6 Cyl. 69 45 45 46 46 0.025 0.030 — 4.0015 40015 — 0VS* 94-100@1.66 350, 400, 400-2V-CTO . 69 46 44 45 45 0.025 0.030 — 37616 41218 — 0VS* 59-65@1.5861 5861 580 V8, 400 V8 (265, 290 hp.) . 70 44 44 45 45 0.024 0.029 — 37618 41218 — 0VS* 59.6-65 (60.1.5861 590 400 V8 (330, 345, 350, 366 hp.) . 70 29 44 30 45 0.024 0.029 — 4.1018 20 41318 — 0VS* 59.6-65 (60.1.580 400 V8 (370 hp. Ram Air) 70 29 44 30 45 0.024 0.029 — 5.52718 52718 — 0VS* 59.6-65 (60.1.580 400 V8 (370 hp. Ram Air) 70 29 44 30 45 0.024 0.029 — 5.52718 52718 — 0VS* 50.6-65 (60.1.580 400 V8 (360, 370 hp.) . 70 29 44 30 45 0.024 0.029 — 5.52718 52718 — 0VS* 50.6-65 (60.1.580 400 V8 (360, 370 hp.) . 70 29 44 30 45 0.024 0.029 — 5.52718 52718 — 0VS* 50.6-65 (60.1.580 400 V8 (360, 370 hp.) . 70 29 44 30 45 0.024 0.029 — 5.52718 52718 — 0VS* 70.5-80.5@1.818 818 818 818 818 818 818 818 818 81	Firebird 400 V8 (Ram Air)	67				.0025	.0030	_	_	.413	.413	_	_	_		OVS8	97-107@1	
350 V8 400 V8 (265, 290 hp.). 70 44 44 45 45 0025 0030 — 376 8 412 8 — — OV\$\$ 59-65 (a) 1.586 17 350 V8 400 V8 (265, 290 hp.). 70 44 44 45 45 0024 0029 — 376 8 412 8 — — OV\$\$ 59-65 (a) 1.586 17 4 50 0 V8 (370 hp. Ram Air). 70 29 44 30 45 0024 0029 — 410 18 20 18 18 8 — — — OV\$\$ 59-6-65 (a) 1.58 400 V8 (370 hp. Ram Air). 70 29 44 30 45 0024 0029 — 527 8 527 8 — — OV\$\$ 59.6-16.1 [a], 59 9 45 V8 (360, 370 hp.). 70 29 44 30 45 0024 0029 — 527 8 527 8 — — OV\$\$ 70.5-80.5 (a) 1.818 455 V8 (360, 370 hp.). 70 29 44 30 45 0024 0029 — 527 8 527 8 — — OV\$\$ 59.6-65.6 (a) 1.818 8 9 001, 003, 005. 9 W/4 bbl. carb., 438 int. & exh.; outer spring 59/65-1.583, inner 28/34-1.563. 14 bbl. carb., int. 428; exh. 438; spring 59-65 (a) 1.586 18 Automatic, exh. 414; 360 hp., int. 414, exh. 413. 14 250 6 cyl. 1 bbl., int. & exh. 400, spring pressure 94-100@1.663; 250 4 bbl., int. & exh. 414, exh. 413. 14 250 6 cyl. 1 bbl., int. & exh. 400, spring pressure 94-100@1.663; 250 4 bbl., w/AT int. 407, exh. 411 (GTO. 410 & 413), spring pressure 59-65 (a) 1.586; 350 4 bbl., w/AT int. 407 (a), 413, spring pressure 59-65 (a) 1.586; 400 H.D., w/MT & RAM Air, w/AT int. 414, exh. 413, spring pressure 59-65 (a) 1.586; 400 H.D., w/MT int. 407, wh. 412 (GTO. 410 & 413), spring pressure 59-65 (a) 1.586; 400 H.D., w/MT int. 414, exh. 413, 414, 414, 414, 415, 415, 415, 415, 415	All 250, 350, 400	68						3 —						-				,,
350 V8, 400 V8 (265, 290 hp.) 70 44 44 45 45 0024 0029 — 376 8 412 8 — — OV\$8 59.6-65.6 61.58 400 V8 (330, 345, 350, 366 hp.) 70 29 44 30 45 0024 0029 — - 5271 8 5271 8 — — OV\$8 56.1-66.1 (61.5) 19 400 V8 (370 hp. Ram Air) 70 29 44 30 45 0024 0029 — 5271 8 5271 8 — — OV\$8 56.1-66.1 (61.5) 19 455 V8 (360, 370 hp.) 70 29 44 30 45 0024 0029 — 414 41 8 413 8 — OV\$8 50.0 4 500 0024 0029 — 414 41 8 413 8 — OV\$8 59.6-65.6 (61.58 18 18 18 18 18 18 18 18 18 18 18 18 18	350, 400, 400-2V-GTO	69																
400 V8 (350, 345, 550, 366 hp.). 70 29 44 30 45 .0024 .0029 — .4[10] <sup>8,20</sup> .4[13] <sup>8</sup> — — OVS <sup>8</sup> .56, 1-66, [@], 59] <sup>8</sup> .450 V8 (360, 370 hp.). 70 29 44 30 45 .0024 .0029 — .527] <sup>8</sup> .527] <sup>8</sup> — — OVS <sup>8</sup> .70, 5-80, 5.@], 818 .455 V8 (360, 370 hp.). 70 29 44 30 45 .0024 .0029 — .4[12] <sup>8</sup> .8 .001, .003, .005. W/4 bbl. carb438 int. & exh.; outer spring 59/65—1, 583, inner 28/34—1, 563. 12 4 bbl. carb., int428; exh438; spring 59/65—1, 586, 13 Automatic, exh414; 360 hp., int414, exh413. 14 250 6 cyl. 1 bbl., int. & exh. 400, spring pressure 94–100@1, 663; 250 4 bbl. int. & exh438, spring pressure 62-68@1, 586; 350, 400 2 bbl. int375, exh410, spring pressure 59–65@1, 586; 350 4 bbl. w/AT int407, exh411 (GTO .410 & .413), spring pressure 59–65@1, 586; 350 4 bbl. w/AT int407, exh412 (GTO .410 & .413), spring pressure 59–65@1, 586; 400 H.O. w/MT & Ram Air w/AT int414, exh413,	350 V8, 400 V8 (265, 290 hp.)	70	44	44	45 45	0024				.37618	41218							
455 V8 (360, 370 hp.). 70 29 44 30 45 0024 0029 - 41421.18 41318 - OVS8 59.6-65.6@1.5821  8 001, 003, 005. 9 W/4 bbl. carb., 438 int. & exh.; outer spring 59/65-1.583, inner 28/34-1.563.  12 4 bbl. carb., int. 428; exh. 438; spring 97-65@1.586. 13 Automatic, exh. 414; 360 hp., int. 414, exh. 413.  14 250 6 cyl. 1 bbl., int. & exh. 400, spring pressure 94-100@1.663; 250 4 bbl. int. & exh. 438, spring pressure 62-68@1.663; 350, 400 2 bbl. int. 375, exh. 410, spring pressure 59-65@1.586; 350 4 bbl. w/MT, 400 4 bbl. w/AT & MT, 400 H.O. 4 bbl. w/AT int. 407, exh. 411 (GTO .410 & .413), spring pressure 59-65@1.586; 350 4 bbl. w/AT int. 407, exh. 412 (GTO .410 & .413), spring pressure 59-65@1.586; 400 H.O. w/MT & Ram Air w/AT int414, exh413,	400 V8 (330, 345, 350, 366 hp.)	70	29					_	_			-	_	_	_	OVS8 5	6.1-66.1@1	. 5919
8. 001, 003, 005. 9 W/4 bbl. carb438 int. & exh.; outer spring 59/65-1.583, inner 28/34-1.563.  12. 4 bbl. carb., int428; spring 59-65@1.586. 13 Automatic, exh414; 360 hp., int414, exh413.  14. 250 6 cyl. 1 bbl., int. & exh400, spring pressure 94-100@1.663; 250 4 bbl. int. & exh438, spring pressure 62-68@1.663; 350, 400 2 bbl. int375, exh410, spring pressure 59-65@1.586; 350 4 bbl. w/AT int407, exh411 (GTO .410 & .413), spring pressure 59-65@1.586; 350 4 bbl. w/AT int417, exh412 (GTO .410 & .413), spring pressure 59-65@1.586; 400 H.O. w/MT & Ram Air w/AT int414, exh413,				44	30 45							-	_	_	-			
<ul> <li>4 bbl. carb., int. 428; spring 59-65@1.586.</li> <li>4250 6 cyl. 1 bbl., int. &amp; exh. 438; spring 59-65@1.586.</li> <li>4250 6 cyl. 1 bbl., int. &amp; exh. 400, spring pressure 94-100@1.663; 250 4 bbl. int. &amp; exh. 438, spring pressure 62-68@1.663; 350, 400 2 bbl. int375, exh410, spring pressure 59-65@1.586; 350 4 bbl. w/MT, 400 4 bbl. w/AT &amp; MT, 400 H.O. 4 bbl. w/AT int407, exh411 (GTO .410 &amp; .413), spring pressure 59-65@1.586; 350 4 bbl. w/AT int407, exh412 (GTO .410 &amp; .413), spring pressure 59-65@1.586; 400 H.O. w/MT &amp; Ram Air w/AT int414, exh413,</li> </ul>		8 .001,	.003,.0	05.	9 W/4 bb	. carb438	int. & ex	h.: outer sr	oring 59/6	5-1.583. i	nner 28/	34-1.563.				0.000	9.0-03.6@1	. 50-1
spring pressure 59-65@1.586; 350 4 bbl. w/MT, 400 4 bbl. w/AT & MT, 400 H.O. 4 bbl. w/AT int407, exh411 (GTO .410 & .413), spring pressure 59-65@1.586; 350 4 bbl. w/AT int407, exh412 (GTO .410 & .413), spring pressure 59-65@1.586; 400 H.O. w/MT & Ram Air w/AT int414, exh413,		12 4 bbl.	carb.,	int 42	28; exh 4	38; spring 5	9-65@1.	586. 13 A	utomatic	, exh414	4: 360 hp	int 414	4, exh4	413.				
59-65@1.586; 350 4 bbl. w/AT int407, exh412 (GTO .410 & .413), spring pressure 59-65@1.586; 400 H.O. w/MT & Ram Air w/AT int414, exh413,		250 6	cyl.	obl., in	. & exh. 4	00, spring p	ressure 94	1-100@1.66	53; 250 4 I	bbl. int. &	exh43	8, spring	pressure	62-68@1.	663; 350, 40	00 2 bbl. in	t375, exh.	.410.
spring pressure 59-65@1.586 (Ram Air 98-108@1.582); 400 Ram Air w/MT int. & exh413. (footnotes cont'd over)		59-65(c	a 1.586	: 350 4	bbl. w/A	Cint. 407.	exh. 412	(GTO 410	0 & 413)	spring pr	essure 59	-65@1 58	36. 400 E	n411 (G	% Ram A	.413), spr	ing pressure	413
		spring	pressur	e 59-6.	5@1.586	Ram Air 98	-108@1.	582); 400 R	am Air w	/MT int.	& exh4	113.	, 1001		(fe	potnotes c	ont'd over)	. 115,

Tappet

Clearance

Valve Lift

Valve

Face

Angle

L. | E.

YEAR

MAKE & MODEL

Valve

Seat

Angle

Stem to

Guide

Clearance †

C-Cold. H-Hot. † Mean. \* In pounds compressed to specified length (valve closed).

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#### Valve Guide Reaming Tools

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#### Le va th

#### Reseater Tools

Lee reseater tools for installing valve seat rings were the first on the market and today are still the most popular, most universal tools of their kind made.



K. O. Lee Valve Seat Grinders will give years of trouble-free service. Pilots are hardened and ground. Driver incorporates a powerful ball bearing type universal motor.



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			Valve Face		alve		em to		appet	Val	ve Lift		Seat Re	conditionir	ıg	Oversize Valve	
MAKE & MODEL	YEAR		Angle		ngle		arance†	Cl	earance	Va	ve Liit	Stone d	ia. & angle	Seat	Width	Stems or Repl.	Spring Pressure*
		Int	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Guides	
PONTIAC continued	15 W/ /2	LLI		/4 1 1 1			1 420		(2.40								
	W/III	, int.	.410, E	xh	113: 40	J-HU. In	t 414: W	spring pres	Air. Int. 4	14. W/A	· w/HI	413; 40	0 V8 2 bb	I. carbGT	O w/Ram	Air IV opt	ion,
	<sup>20</sup> '70, I	Ram A	Air, .414	± .01	l. '	21 '70, w/	Man. Tra	v/Ram air, .ns.; w/AT,	.410±.01	1; 63.3-6	9.3@1.	56	70, w/M	an. Trans.	; w/A/Γ. 6	3.3-69.3@	1.5613.
307, 350 V8 (245 hp)	71	45 44	45 44	46 45	46 45	.0019	.0020			.390 .3761	410	=				OVS OVS	76-84@1.70 54-68@1.59
400 V8, 4 bbl	71	29 44	44 44	30 45	45 45	.0024	.0029		_	.410	.413	=	_			OVS OVS	58-72@1.57 <sup>2</sup> 54-68@1.59
455 V8, 4 bbl	71 1 350 V	29 8 auto	44 matic, i	30 nt., .	45 110; ex	.0024 h., 413.	.0029 2 -5 lb.	with M/T	3 335	.414 hp, 59–73	.413	-3	-			ovs	58-72@1.573
PORSCHE 356A, B, C, & 912 (1600, S SC engines)	. 67-68	45	45	45	45	.0019	.0027	.004C	.006C	433	.354	15/8-45	18/6-45	.043-55	.055-67	RG	852
911 911S	67-69	45 45	45 45	45 45	45 45	.0019	.0027	.004C	.004C	.440	.415	13/4-45	134-45	.0492	.061	RG	44.1 @ 1.42
911T, 911L,6 911E6	68-71	45 45	45 45	45	45	.0017	.0025	.004C	.004C .006C	433	.354	134-45	134-45	.0492	.061	RG RG	40@1.418 <sup>5</sup> 79@1.614
911S	70-71 2 Outer	45	45	45	45	.0017	.0025	.004C .350, 911I	.004C	.457	406	134-45	134-45	.0492	.061	RG E. outer 40	40@1.6145
RENAULT	6 911L	not '6	9; 911E	'69 or	ly.	7 '69, In	t0017,	Exh0025		115, E.	kn 302.	. • Out	er spring;	inner 14@	1.397, 911	L, outer 40	1@1.614.
845cc	67-71	30 45	30 45	30 45	30 45	.0027	.0039	.006C .007 <sup>2</sup>	.008C .0092	. 226	.236	114-301	114-301	.039-58	.050-70	RG	26.4-1.22
R16 R8 Gordini	67-71	45 45	45 45	45	45 45	.001-3	.001-3	.008C	.010C .012C	.318	.294	- 174-45	11/4-45	.063-94	.067-71	RG RG	29.7-1.26 99@1.156
R16TAR16TS	71	45	45 45	45	45 45		=	.008C	.010C	.319	.331	1.3-45	1.2-45	.067	.060	RG OVS <sup>4</sup>	28@.906 <sup>3</sup> 20@.750 <sup>5</sup>
	Gordin 6 '71, in	ni & C	aravelle	116-3	0. 2 '	69-'71, Iı		.008C , Exh008	.010C C. 3'69-	.342 '71, inner	.342 , outer 5	1.5-45	1.3-45	.059-71 1, .004, .0	.067–79 10. 5 '70-	OVS4 -'71, inner;	35@.968 outer 99@1.140.
ROVER 3 litre		30	45	30	45	0015	0017	00(11	01011		207						
2000	67-68	30	45	30	45	.0015	.0017	.006H .0085	.010H .0135	.370	.397	=	_	_	_	RG RG	三二
3500S	70-71	30 45	45 45	30 46	46 46	.002	.003	.008-10 Hyd.	.013-15 Hyd.	.370	.370	=		.035-55	.045-65	RG	1.44@32.31
SIMCA	1 '69, in							01411	0.41	205	204						
1118, 1204	69-70	45	45	44	44	.0015	.0015	.014H .012H	.014H .013H	.33	. 295	13/8-45	11/4-45	_	= =	OVS <sup>3</sup> RG	46.3@1.141
	1 Not '7	0. 45	45 2 '71, C	old.	3 .01	0017	.0029	.012H <sup>2</sup>	.014H <sup>2</sup>	. 3378	.3190	_	_	-		RG	72.8@1.417
SKODA 1000 MB	67-71	45	45	45	45	.0005	.0010	.006	.008	_	_	11/4-45	11/4-45	.067-79	.067-79	RG	_866
SUNBEAM Imp Mk II	67-68	45	45	45	45	.002-3	.002-3	.004-6C	.010-12C			11/ 45	11/45	0/0.70	0/0.70	DOS	21.1.10
Tiger 260 Rapier V, Alpine V	67-68	44 45	44 45	45	45 45	.0016		6	6	-	_	13/8-45 17/8-45	15/8-45	.060-70	.060-70	RG <sup>5</sup> OVS <sup>7</sup>	31-1.18 60-1.77
Arrow, Alpine Coupe <sup>1</sup>	67-70	45	45 45	45	45 45	.0022	.0033	.012	.014	=	_	$1\frac{5}{8}$ -45 $1\frac{15}{32}$ -45	18/8-45 111-45	.050-70	.050-70	RG <sup>5</sup> RG	70.81-1.558 83@1.58
Cricket	71	45	45	45	45 .0	0010-25	.0030	.012	.014			15/8-45 11/2-45	114-45	.05-7	.05-7 .075-95	RG10 OVS	70.81@1.55 <sup>11</sup> 71-79@1.505
	10 Heat	head t	o 425°F	with	1 '69-"	70, inner	ed to 425 35.9@1.	F. <sup>6</sup> Hyd 43,	lifters; .08	52152 a	t valve	stem tip w	/lifter col	lapsed.	.003015	5030. 8	Inner 35.9-1.43.

	. 68	45 45 REFER	44 45 45 45 45 45 TO FOR	45 .0012 45 .0013 45 .0019 RD SPECIFI	0027	.1020 Hyd. Hyd.	.1020 Hyd. Hyd.	.440 .437 .443	. 440 . 437 . 485	21⁄4-45 =	184-45	.040-60	.070-90	OVS <sup>1</sup>	80-90@1.82 85-95@1.82 76-84@1.81
TOYOTA Crown, Deluxe, Custom. 700, 700 Deluxe Land Cruiser FJ40, FJ45, FJ55. Corona. Crown. Corolla. Corona Mk II. Corolla 1600. Celica.	67 67-71 67-70 68-71 67-71 69-71 71 71 1 Outer, 54-63 @	45 45 45 45 45 45 45 48 @ 1.1	exhaust.	45 .001 45 .01 45 .01 45 .01 45 .01 45 .01	0021 0021 0021 -2 002-3 -2 002-3 002 -2 0015-3 -2 0016-3 angle 75°,	.0046 .008H .0 .007C .0 .008H .15°. 3 Coner spring, 1	7.4 @ 1.52	2. 6 Co	ld; Hot I	2 -45 -45 178-45 45 spring, in nt008, 8 Inner, 15	45 45 take; exh Exh012	.055 .055 .059 .047–63 .030 .055 .055 .055 .055 aust 8.8 @	.055 .055 .059 .047–63 .040 .059 .060 .055 .055 .1.598; Ou	RG RG RG RG RG RG RG RG RG RG	12,8-1,5866 <sup>1</sup> 21-1,240 <sup>3</sup> 9,2-1,597 <sup>4</sup> 60@1,84 <sup>4</sup> 67 70 7 58,4 50 <sup>8</sup>
TRUMPH TR4, TR4A. Herald, 12/50, Spitfire, Sports 6, Mk II Triumph 2000. 1300. CT6. GT6+, TR.	I 67-71 . 67-68 . 67-68 . 67-68	45 45 45 45 45	45 45 45 45 45 45 45 45 45 45	44.5 .001 45 .001 45 .001 45 .001 45 .001 45 .001 7; Sports 6, in	-3 .003-5 -3 .003-5 3 .0015 0 .002 3 .0015	.010C .010 .010 .010	.010C .010C .010 .010 .010 .010 .010 27/30-1.36	.260 <sup>3</sup> .316 <sup>4</sup> ————————————————————————————————————	.260 <sup>3</sup> .316 <sup>4</sup> — — — — N/A.	- - - - - - TR4A		.10 .060 .060	  .10 .060 .100 Mk, II on	RG RG 	27/30-1.36 <sup>3</sup> — 27-30@1.36 27-30@1.56
VALIANT and BARRACUDA 170, 198, 225 6 Cyl 273 V8. 383 V8. 273 V8. 318, 340 V8. 426 V8. 440 V8.	. 67 . 67–70 . 68–69 . 68–70 . 70 . 70 . FOR 197	45 45 45 45 45 45 71, SEE & '68-'7 015, .03	0, 170 cu.	SPECIFICA	-3 .002-4 -3 .002-4 -3 .002-4 -3 .002-4 -4 .003-5 -3 .002-4 TIONS. .390 exh.;	.013 Hyd Hyd. Hyd. Hyd. Hyd. '70 198, int	1.65, '69 83	3(0) 1.69, 7	0 92(0)1	65: 340 6	  1 <sup>3</sup> ⁄ <sub>4</sub> -45   1.69. 68-'69 850	a) 1.69, 70	96(a) 1.65.	OVS OVS OVS OVS OVS OVS OVS 3@1.69;	83-1.69 <sup>8</sup> 53-1.69 <sup>8</sup> 125@1.86 <sup>7</sup> 92@1.65 <sup>10</sup> 8 115@1.86 105@1.86 (70,63@1.65,70,.07-9,
VAUXHALL Victor, Envoy. Viva, Epic, 70.7 cu. in. Victor, Envoy, Epic GT, 120.5 cu. in. 97.5 cu. in. Firenza	67-70 68-70 69-70 71 3 003	44 44 44 44 006, .01	44 45 44 45 44 45 44 45 10, .015, exh3105	45 .005 45 .0005 45 .001 4612 .001 45 .0018 4 To .0028 6; 70, .3584.	0024 2 <sup>13</sup> .0025 <sup>1</sup> 3 .0023 (Exh.).	. 007-10 5 '69-'70,		380		.012, '69		. 035-60 — — — — . 8 Inne 13 '70,	.060-90  er; Outer, 5 int0019	RG OVS <sup>3</sup> OVS <sup>7</sup> OVS 9@1.368.	35/55-1.524 32/40-1.3405 24.5@1.2018 46-54@1.31 24-5@1.201 24. 14 '70, .380
VOLKSWAGEN   1201, 1300   1500, 1600   All except 411	. 67–69 . 70–71 . 71	44 44	45 45 45 45 45 45 45 30 13/8-45	45 .011 45 .011 45 .002 45 .002	.011 .011 .003 .004	.004C .004C .004C .006C	.004C .004C .004C .006C	Ë	= = =	- 1½-45¹ 1¾-30		.051-63 .051-63 .051-63	.067–79 .067–79 .067–79 .077		89/103-1.31 119-137@1.22 96.7@1.32 160@13/6

Spring

Pressure\*

	Int. Exh. Int	Exh. Int.	Exh. Int.	Exh. Int.	Exh. In	t. Exh.	nt. Exh.	Guides
VOLVO								
	44.5 44.5 45		.016-183	.016-183 -	- 1.6-	45 1.6-45 .06	0 .060	RG 56-1 54
	44.5 44.5 45			.0217 —		45 1.6-45 .05		RG 60-70@1.575
2 0026_3	7 3 D1800 D3	720 021 4'60 '7	1 080 1,40	-11 9- '71 164	52 400	21 54 6 160 15	11 0012 24	7 '70 '71 DISONE 017

Tappet Clearance

Valve Lift

Seat Reconditioning

Seat Width

Stone dia & angle

Oversize

Valve

Stems or

Repl.

C-Cold. H-Hot. † Mean. \* In pounds compressed to specified length (valve closed).

Valve

Face

Angle

YEAR

MAKE & MODEL

Valve

Seat

Angle

Stem to

Guide

Clearance

#### ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

		VALVE	TIMING			BEARIN	NG DATA					SPECIFIC d threads		
MAKE & MODEL	YEAR	Intake	Exhaust	Cranksha Dian		Fitting C (Dian			es Available andths)			rings	1	nifolds
		Opens Close °BTC °ABC	Opens Closes "BBC ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
ACADIAN and BEAUMONT 194, 230, 250 IL6. 396 V8. 283, 327 V8. 230, 250 6 Cyl. 396 V8. 396 V8. 396 V8. 396 V8, 325 hp. 396 V8, 350 hp. 230, 250 6 Cyl. 307, 350, 400 V8. 307, 350 V8.	67 68-6 68-6 69 70-7 70 71 1 Mar 10 #2 14 #1 18 Ins 65 l	38 92 99 16 48 99 28 72 40 80 28 78 56 114 11 16 48 28 72 28 72 28 72 28 72 28 72 28 72 28 72 28 72 29 33 4, 2 2983 -2; #3, 4, 00 bb. ft.; long bol	88 52 46.3 17.3 78 30 88 32 75 31 110 62 46.5 17.5 78 30 21eter, 20; all other 93; #5, 2.2978 113–25; #5, 00 ft. 19 #1, 2	2. 7487-971 2 2. 2984-9310 1 2. 300 1 2. 4484-9312 2 2. 7484-9319 2 2. 7484-9319 2 2. 7484-9319 2 2. 4484-9332 2 2. 4484-9332 2 2. 4484-9332 2 3. 4484-9332 2 4. 44	2.099-10 2.099-10 2.099-10 2.199-2.2 2.199-20 2.099-10 3, 4, 2.7482- 3, 4, 0018- and 30. 16 81-90; #5, 2 88. 23 70	.0004-208 .0008-2011 .0003-29 .0008-2012 .0010-2214 .001-2220 .0003-29 .0003-29 .0003-29 .0008-2027 .92; #5, 2.7 .20; #5, 0011 .2-bolt; 4-bo	0007-28   0007-27   0007-27   0007-27   0007-28   0009-25   0009-25   0007-29   0007-28   0007-28   0007-28   0013-35   1478-88, 0-36, 12   12, 12, 28, 400 V8, #	-2-9-10-20 -2-9-10-20 -2-9-10-20 -2-9-10-20 -2-9-10-20 -2-9-10-20 -2-9-10-20 -2-9-10-20 # 1, 2, 3, 4, 4, 00 # 3, 4, 001 -4, 001 -1, 2, 3, 4, 2, 4	1-2-10-20 1-2-10-20 1-2 1-2 1-2 1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 19-25; #5, 0018-34, on engines wii	18 # 1, th 4 bolt c 10150031 .6479-88,	2; #3, 4, 2 aps 65 lb.	35 50 35 35 35 50 70 70 35 50 50 4-bolt, 115 2. 7481-90; ft. uminum h # 1; # 2, 3	#5, 2.7 ead short	bolts
199, 232, 258 6 Cyl. OHV	67-7 70 8 '68, All '	1 18.58,14 67.5 18 68 High perf. can 70 V8 mains, 2.09 rod brgs., 2.09	15 53.515 10.5 8,14 60.58,14 25.5 66 20 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	8,14 2.7469-89 tion only) 46- main, 2.7464- 69, 290, 343 au	9 2.0934-559 2.0934-55 -76-70-52. -79. 10 '69 nd 390 V8; '7	.001-2 .001-2 9 '68-'69, 3 9 90-100; '70 '0-'71, 304 &	.001-2 .001-2 390, 2.7464- ), 105-115. ; 360, '71, 40	11 '69, 390	1-2-10-12 1-2-10-12 1-2-10-12 t main brgs., 2 V8, 35-40. '71, 14.74, 68	12 '70, ma	in brgs., 2	27-30 27-30 <sup>11</sup> 35-40 orgs. 2.4986-2.5	40-45 40-50 001,	20-25 30-35 30-35
Mini, All 850. A-H 3000, III A-H Sprite Mk II Austin Cooper, Super, Action Cooper, Action Cooper	67 67 67–6	16 56 57 457 57.9 457.9 8 0 50	40 10 51 21 51 <sup>7</sup> 21 <sup>7</sup> 40 <sup>7</sup> .9 10 <sup>7</sup> .9 35 15	1.750 2.374 2.04 1.7505 2.0005-10		.0015 <sup>13</sup> .002 .0010-25 .0010-27 .0010-27	.0010-25 .0020-35 .0010-25 .0010-25 .0010-27	10-20-30-4 10-20-30-4 10-20-30-4 10-20-30-4	0 10-20-30-4	0 75 0 40 0 40 0 40	60 75 60 60 70	33 50 35 35 45	15 20 — 15 15	15 - - - -

A110 1800 1100, 1300 Mini Cooper S, SC 1800	. 67-68 0 . 67-71 5 . 67-69 5 . 69-70 5			1.8759-64 valve clearance	.0010-27 .001-27 .0010-27 .e. 8 Spe	cial versions	10-20-30-40 10-20-30-40 10 10-20-30-40 10-20-30-40	Cooper, 16-56	0 45-50 0 40 42 <sup>12</sup> 0 45-50 0 45-50	75 70 60 57 70 70 12 Front	50 40-45 35 46 35 35 bolt, 25 ft	20 15 15 15 15 15 15 15	15 — — —
BMW 1800,1800 TI	. 67-68 41 1 W/.019 val	521 521	41 2.1654	1.8898	.0012-34	.0012-29	10-20	10-20	43.4	43.4	37-41	-	-
	67 24 67 30 67 32 67-69 14 68-71 62 <sup>1</sup> 68-71 24 <sup>3</sup> 70 18 71 12	81 72 76 68 85 70 104 88 941 92.51 783 7016 95 93 102 98 6. 48. 46. 5, 17. 5	43 2.4995 37 2.9995 <sup>2</sup> 47 2.9995 47 3.25 63.5 <sup>1</sup> 2.300 38 <sup>16</sup> 2.9995 49 2.249 62 2.249 . 2 '67, 2.49995 1, opens 84, closes 4	2.00 2.0 2.249-50 1.999-2.0 2.00 2.250 2.250 3 '71, 260h	.0004-15 .0004-15 .0007-18 .0003-29 .0004-15 .0007-18	.0002-23 .0002-23 .0002-23 .0002-23 .0007-27 .0002-23 .0002-23 .0002-23 ke opens 28	1-2-10 1-2-10 1-2 1-2-10-20 1-2 1-2-10 1-2-10	1-2-10-20-21 1-2-10 1-2-10 1-2-20-21 1-2-10-20 1-2-10 1-2-10 1-2-10 1-2-10	65–80 65–80 100 95 75 100	95-120 95-120 95-120 110 65 110 <sup>15</sup> 110 110	30-40 30-40 30-40 45 35 35 45 45 -771, 55.	45-55 45-55 45-55 50 2018,14 5014 55 65 15 '69-'7	15-20 15-20 15-20 18 25 18 18 18 18 18,
All	. 68-/1 181	109 86 1141 701 38, 288, 262, 64.	62 3 581 3.25 2 Worn limit, .0	2.50 .	0008-29 0003-26 <sup>2</sup> a limit, .00	0005-283	None None	None None	60	95 90	<b>40</b> 40	25 30	60 35
CHECKER 230 6 Cyl. 283 6 Cyl. 283 6 Cyl. 307 V8. All 6 Cyl. All V8.	67 62 67-68 38 68 16 68 28 69-71 16 69-71 28 4 283; 327, 2	94 92 92 88 48 46 72 78 48 46.5 72 78	63 2.3004 52 2.3004 17 2.3004 30 2.45 17.5 2.3004 30 2.45027 3; 327, .0008–20. .0008–24; #5, .00	1.999-2.0 1.999-2.0 1.999-2.0 2.099-2.1 1.999-2.0 2.099-2.1 6 Not for '68 15-31; from, '70	.0003-29 <sup>5</sup> .0003-29 .0008-34 .0003-29	.0007-27 .0007-27 .0007-27 .0007-27 <sup>9</sup>	to .020 to .020 to .020 to .030 1-2-10-20 from, '70, #1 4, .0011-23,	to .020 to .020 to .020 to .020 to .020 1-2-10-20 :#2, 3, 4, 2, 4 #5, .0017-33.	90-95 60-70 90-100 60-70 90-95 65 5505, #5, 2	60-70 80 60-70 80 60-70 80 2.4508. n, '70, .00	35-45 35-45 30-35 30-35 35 3510	25-30 25-35 25-30 25-30 30 30	25-30 18-22 25-30 18-22 20 20 <sup>11</sup> '70, 45.
CHEVR OLET Corvair, All	2 8 long bolts 67-'68. No	s. 1 & 2, 2, 0978-	54 5 26 <sup>9</sup> 5 . lbs.: 5/6-18 bolts 7 -88; 3 & 4, 2.0983-9 0 hp., 37-81-79-39.	3; 69, No. 1, 3	.0012-274	.0004-25 .0004-25 .3 and 4, .0; No. 2, 2.0	1-2-10-20 007-22, '69 N	1-2-10-20-3 1-2-10-20-3 o. 1 0005; N h.p., 55-105-9	0 40	2 2-13; No. 3	25 25 3, .0005–10		
Chevy II, 194, 2508 II.6	67 62 67 38 68-69 16 68-69 28 69 56 <sup>16</sup> 3 #2, 3, 4, 6 9 # 2, 3, 4, 2 18 '69 Chevy	94 92.5 92 88 48 46.5 72 78 114 <sup>16</sup> 110 <sup>16</sup> 0018–20; #5, .00 2.2983–93; #5, 2 Nova, mains; als	63.5 2.2983-93 52 2.2984-93 17.5 2.2983-93 30 2.4484-93	1.999-2.0 1.999-2.0 1.999-2.0 1.999-2.0 2.199-20 <sup>18</sup> old clamp outer 1, 2, 3, 4; #5.	.0003-29 .0008-2010 .001-2219 r 20, all oth 0018-34. on 4 bolt co	.0007-28 .0007-27 .0007-28 .0009-25 <sup>20</sup> .009-25 <sup>20</sup> .009-65 ft. lbs	Introduced 19 vy Nova, cly. s, con. rods 45	1-2-10-20 1-2-10-20 3 1-2-10-20 1-2-10-20 967. hd. 95; mains, 14 '69 Ins	7 1985-95		No 1 2	25 <sup>7</sup> 30 30 30 30 30 30 2.4479–88 ; No. 3, 4 65, long	
(Standard size) 6 Cyl. 250 cu. in	. 67 62 . 67 40 <sup>24</sup> . 67 56 <sup>22</sup>	94 92.5 102 87 114 110 92 88	63.5 2.2983–93 55 2.7487–97 62 2.7487–97		.0003-29 .0004-2019 .0004-2019	.0007-27 .0007-28 .0007-28 <sup>23</sup>	1-2-9-10-20 1-2-10-20 1-2-10-20	1-2-10-20 1-2-10-20 1-2-10-20	95 80 80 65	65 9520 9520 80	35 50	25 <sup>21</sup> 30 30	25 <sup>21</sup> 20 20 20 20

		VALVE	TIMING			BEARIN	IG DATA	TORQUE SPECIFIC						
MAKE & MODEL	YEAR	Intake	Exhaust		ft Journal neters	Fitting C (Dian		Undersizes Available (Thousandths)			Bearings			nifolds
		Opens Closes °BTC °ABC	Opens Closes °BBC °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
CHEVROLET continued 250, 307, 327 V8	68	SEE CHEV	Y II 1968 SPE	CIFICATIO	NS									
396, 4278 V8, 335 hp. 427 V8, 390 hp <sup>38</sup> . 230 <sup>40</sup> , 250 6 Cyl. 327, 350 V8. 307, 350, 400 V8	68-6 68-6 69-7 . 69	9 28 78 9 40 <sup>39</sup> 80 <sup>39</sup> 1 16 48 28 72 28 <sup>9</sup> 72 <sup>9</sup>	75 31 88 <sup>39</sup> 32 <sup>39</sup> 46.5 17.5 78 30 78 <sup>9</sup> 30 <sup>9</sup>	2.7484-93 2.7481-90 2.2983-93 2.4479-88 2.4484-93	2.199-2.2 2.199-2.2 1.999-2 2.099-10	.0010-22 <sup>31</sup> .0013-25 <sup>30</sup> .0003-29 .0008-20 <sup>35</sup> .0003-15 <sup>4</sup>	.0009-25 .0007-27 .0007-28	1-2-10-20 1-2-9-10-20 1-2-9-10-20 1-2-9-20 <sup>32</sup> 1-2-9-10-20	32 1-2-10-20 1-2-10-20	80 <sup>36</sup> 80 <sup>86</sup> 95 65	9529 9529 65 75 <sup>33</sup>	50°7 50°7 3541 45	30 30 20 <sup>41</sup> 30 30	20 20 25 <sup>41</sup> 20 <sup>54</sup> 20
402 V8. 454 V8.	70 1 '70, 2.7 400	308 708 307, 350 V8; 4 478–88. 4 7 V8, .0009–30.	7510 3110 778 618 00 V8 # 1, 2, 3, 0, # 1; # 2, 3, 4, 8 '70, 454 V3 hp., 56–114–110	2.7487-96 2.7485-94 4.2.6484-93 .0006-18; # 8 345 hp.: 36	2 2.199-2.2 3 2.199-2.2 , #5, 2.6479- 5, .0008-23; 0.390 hp. 56	0007-19 <sup>5</sup> 0013-25 <sup>6</sup> -88. <sup>2</sup> '70, #	.0009-25 .0009-25 !, # 1, 2; # 3 !; # 2, 3, 4,	1-2-9-10-20 1-2-10-20 3, 4, 2.7481-90 .0013-25.	32 1-2-10-20 1-2-10-20 0, #5, 2.743-8 6 '70, #1, 2, 3	80 80 2. <sup>3</sup> '70 5, 4; #5, .0	105 105 0, #1; #2, 0024–40.	50 50 3, 4, 2.74 7 '70, 30	30 30 81–90, #	20 20 5,
	20 2-1 23 W #3, 31 #1	olt; 4-bolt, 11: Spec. cam., .0 4, 2.7481-90; , 2; #3, 4, .00 , aluminum he	hp., 56-114-110, 21 Manifol 014-30, 24 35 # 5, 2, 7478-88, 13-25; # 5, 0012 ads short bolts 6, 25 (inside bolt	d clamp oute 60 hp., 56, 11 28'68, #1 5-31. 32 A 5, long bolts	r 20, all other 4, 110, 62. , 2, 3, 4; '69, and 30. 88	rs 30. 22. 25 # 2, 3, 4, 2.7484–93; With 4 bolt	135 hp., 44, 2.2983-93 #5, 2.7478 caps outer	; #5, 2.2978-8	38. 26 # 2, 3 olt, 4-bolt, 105	3, 4, .0018 5, '69, 105. 0. 35 #	-20; #5, .	0010-36. 2, 3, 4; # #5, .0018	5 0015	-31.
307, 350 V8 to 270 hp. 350 V8 (330 hp) 400 V8. 454 V8 (425 hp). 454 V8 (365 hp). Vega	71 71 71 71 71 71 1 #5,	42.4 94.2 28 72 44 92	78 30 112.5 53.23 78 30 86 36 110 62 92 48 2 #1, 0008-20 5 7 Auto, #1	2.6484-93 2.7481-90 2.7481-90 2.2983-93 ; #5, .0017-	3 2.099-100 3 2.099-100 2.1985-95 3 1.199-200 1.999-2.0	.0013-25 <sup>12</sup>	.0013-35 .0013-35 .0009-25 .0009-25	aps, outer bolt	1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 s 65. <sup>5</sup> Insi	65 65 80 80 60 ide bolts, 3	754 754 105 105 65 60. <sup>6</sup> A <sub>1</sub> 19–45.	45 45 45 50 50 35 uto, #1, 2		20 <sup>5</sup> 20 <sup>5</sup> 20 <sup>5</sup> 20 20 30
Camaro 230, 250, IL6. Camaro 327 V8. Camaro 350 V8. 230, 250 6 Cyl. 327, 350 V8, 302 V8, 290 <sup>12</sup> hp. 396 V8, 325, 350 <sup>12</sup> hp.	67 67 67 68-6 68-6 68-6	62 94 38 <sup>2</sup> 92 38 92 9 16 48 9 28 <sup>12</sup> 72 <sup>13</sup> 9 28 <sup>19</sup> 78 <sup>19</sup>	92.5 63.5 88 52 88 52 46.5 17.5 78 <sup>13</sup> 30 <sup>13</sup> 75 <sup>19</sup> 31 <sup>19</sup> FOR 1970–71 S	2.2983-93 2.2984-93* 2.4483-93 2.2983-93 2.4484-93* 2.7481-907 2.7484-93*	1.999-2.0 5.2.099-2.1 1.999-2.0 1.099-2.1 2.099-2.1 2.1985-95	.0008-206 .0003-29 .0008-208,1	0009-25	1-2-9-10-20 1-2-9-10-20 1-2-10-20 1-2-9-10-20 1-2-9-10-20 <sup>15</sup> 1-2-9-10-20 <sup>15</sup>	1-2-10-20 1-2-9-10-20 1-2-10-20 15 1-2-10-20 1-2-10-20	95 65 95 65 80 <sup>21</sup> 80 <sup>21</sup>	65 80 80 65 80 <sup>16</sup> 95 <sup>10</sup>	35 35 35 35 35 35 35 <sup>17</sup> 50 <sup>22</sup> 70	25 <sup>1</sup> 30 30 25 <sup>1</sup> 30 30 30	251 20 20 251 2018 2018 2018
	1 Mar 5 #5, 8 #1, 1t 302 62.	ifold clamp ou 2.4478-88. 2, 3, 4; #5, .( , .0008-30.	ter 20, all others 6 #5, .0018-24 1018-34. 9 # 15 Also 30. 1 10-2.2. 21 Alur	30. <sup>2</sup> 210 4. <sup>7</sup> '68, # 1, 2; #3, 4, 6 '69, 75, wit	hp., 36, 94, 8 1, 2; #3, 4, .0013-25, #5 h 4 bolt caps	2.7481-90, 5, .0015-31.	# 5, 2 7478	.2983–93; #5, 3-88; '69, Nos. t; 4 bolt, 105. 9, 45. 18 '69 23 No. 1, N	1, 2, 2.7484-9 11 '69, 2.44 302 350 inc	93, Nos. 3 479–88.	, 4; No. 5, 12 '69 only	2.7478-8 13 302	Q	available. 14-110-
Chevelle 194, 230, 250 IL6 <sup>10</sup> Chevelle 396 V8 Chevelle 283, 327 V8 230, 250 6 Cyl., 307, 327 V8	67	62 94 56 <sup>7</sup> 114 38 92 SEE CHE	92.5 63.5 110 62 88 52 VY II 1968 SPE	2 2984-938	1.999-2.0 2.199-2.2 1.999-2.0	.0004-204	0007-27 .0007-28 .0007-28	1-2-9-10-20 1-2-10-20 1-2-9-10-20	1-2-10-20 1-2-10-20 1-2-10-20	95 80 65	65 958 80	35 50 35	25 <sup>2</sup> 30 30	25 <sup>2</sup> 20 20
396 V8 350 hp. <sup>11</sup> Chevelle 230, 250 6 Cyl 307, 350 V8, 255, 300 hp	68	40 80	88 32 46.5 17.5 78 30	2.7481-90 <sup>1</sup> 2.2983-93 2.4479-88	1.999-2.11 1.999-2 2.099-10	.0010-22 .0003-29 .0008-20 <sup>9</sup>	.009-25 .0007-27 .0007-28	1-2-10-20 1-2-9-10-20 1-2-9-10 <sup>15</sup>	1-2-10-20 1-2-10-20 1-2-10-20	80 95 65	9514 65 7516	50 35 45	30 30 30	20 20 20 <sup>17</sup>

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- X - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	G			BEARIN	IG DATA			TORQUE SPECIFICAT (Clean unlubricated threads exce							
MAKE & MODEL	YEAR	Intake	Exha	aust	Cranksha Diam		Fitting C (Diam		Undersizes (Thousa		(Clean t	Bear			ifolds
		Opens Clo	ses Opens BC °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
CHEVROLET continued															
396 V8, 325, 350, 375 hp	SEE	CHEVROL	ET FOR 19	70-71 S	PECIFICAT	IONS			1-2-9-10 <sup>15</sup> #3, 4, 2.7482-	1-2-10-20	8028	105	70	30	20
	12 # 1 17 Ins 2.74	h.p., 40-102 , 2, 3, 4; #! ide bolts 30 481-90.	5, 2.7478–88 ft. lbs. 120 375 hp., 2	# 2, 3, 4 3. 13 8 325 hr . 1985-9	# 1, 2; # 3, 28-78-75-	# 5, 2.2978- 4 .0013-25, 3	-88. #2, #5 .0015-31	3, 4, .0018-	-20; #5, .0010 olt; 4-bolt 105, .3, 4, 2.7481-9 No. 5, also 325,	1-36. 10 194, '(	66; 250, '67 -30. 16	7-'69. 11 S With 4 bol	t caps, out	o for 325	65 ft. lbs
Corvette 327 V8, 250, 300 h.p Corvette 327 V8, 350 h.p Corvette 327, 350 V8, 300, 350 hp Corvette 427 V8, 390 & 400 h.p	68-6 68-6	9 28 <sup>5</sup> 72 <sup>5</sup> 9 40 <sup>6</sup> ,1 <sup>5</sup> 80	3 102 78 <sup>5</sup> 5,15 886,15	60 30 <sup>5</sup> 326,15	2.300 2.300 2.4484-93 <sup>1</sup> 2.7481-90 <sup>1</sup> PECIFICAT	1.999-2.0 2.099-2.1 2.199-2017	.0008-341 .0008-341 .0008-208 .0008-208,1	.0007-27	1-2-9-10-20 1-2-9-10-20 1-2-9-10-20 9 1-2-9-10-20	1-2-10-20	65 65 65 <sup>12</sup> 80 <sup>13</sup>	80 80 80 <sup>12</sup> 95 <sup>9</sup>	35 35 35 <sup>20</sup> 50 <sup>21</sup>	30 30 30 30	20 20 20 <sup>14</sup> 20
CHRYSLER	1 Nos. 6 '68, 12 '69,	1-4; No. 5,	.0010–36. -97–86–36. 59, 75; alum	<sup>2</sup> Nos. 69, 44–9 inium h	1-4; No. 5 ( 2-86-36. lead short bo	013-29. <sup>8</sup> N 7 #1, 4, #5 t 65, long 75	14 '69, i	nside bolts	3. 4 300 hp., 3 4, #5, .0018-3 30 ft. lbs. , 400 hp., .000	34. 9 2-bolt	; 4-bolt 10	05. 10 A	nd 3. os 1, 4; N		
383 (2 & 4 bbl. carb.), 440 V8 360 V8 383 V8 440 V8	71 71 71 6 440	16 56 168 629	60 688 688 60. 7'67.	168 16 208 208 440 HI	2.6246,10 2.8105 2.625 2.750 P, 19, 69, 77,	2.374 <sup>11</sup> 2.125 2.376 2.376 27. 8'68-	.0005-20 .0005-20	.0005–20 .0005–20 .001–2 ol. 8440 2 b	bl., 18-58-64-	1-2-3-10-12 1-2-3-10-12	95 70 70 0 4 bbl. &	85 85 85 85 '71, 383 4	45 45 45 45 bbl., 21–6	50 <sup>13</sup> 35 40 40 7–79–25.	30 24 30 30
CITROEN DS19A, DS21, ID19A ID19B <sup>4</sup> , D Special DS21, DS20	69-7	1 52,8 37	40.5 5 38.5		2.521 2.521 2.521 After top cer	2.126 2.126 2.126	.00236 .0012 .0012	.00236 .0012 .0012	.01969 20 20 40 for timing.	.01969 20 20 4 '69 only.	441 44 44	72.5 72.5 72.5 72.5	50.5 50.5 50.5	18 18 18	18 18 18
DATSUN Datsun 1600 Sports. Datsun 1300, S/Wagon 1000, 1200. 2000 Sports. 1600 & Wagon, 130010. 240Z Sports.	67-7 67 68-7 67-7 68-7 70-7	0 32 68 14 50 1 12 <sup>9</sup> 48 <sup>9</sup> 0 18 58 1 12 <sup>11</sup> 48 <sup>9</sup>	70 52 50° 58 5011 54 5 150 hp	30 12 10 <sup>9</sup> 18 8 <sup>11</sup> 18 0.; 135, 1	2.3600-4 2.0005-10 1.9668-71 2.4780-5 2.1631-6 2.1631-6 18-58-58-18 .0008-24.	2.0457-62 1.8756-61 1.7701-6 2.0450-4 1.9670-5 1.9670-5	.0008-24 .0007-30 .0008-24 .008-28 .0008-28 <sup>12</sup>	.0006-22 .0004-21 .0008-20 .0013-33 .0006-22 .0006-26	6-12-25 <sup>7</sup> 10-20-30 25-50-75-10	2-4-6-8 0 8-12-25 <sup>7</sup> 	50-60 35-45 33-35 65 33-40 33-47 14-54-56-	72-86 72-86 36-38 65 33-40 33-40	32-43 20-25 25-26 61-72 20-25 20-25 68 only.		
198, 225 Slant Six 170 Slant Six (Dart) 426 V8. 273 V8. 318 V8 (Polara, Monaco). 318 V8 (Coronet, Charger) 383 V8. 440 V8. 340 V8.	67-6 67-7 67-6 67-7 67-6 67-6	9 10 50 0 30 <sup>23</sup> 66 <sup>3</sup> 9 14 <sup>17</sup> , <sup>20</sup> 46 <sup>3</sup> 0 14 <sup>20</sup> 50 <sup>3</sup> 9 16 <sup>22</sup> 60 <sup>3</sup> 9 19 <sup>24</sup> 69 <sup>3</sup> 9 26 <sup>21</sup> 70 <sup>3</sup>	5820 5620 5620 5620 622 6422 64 7724	6 6 22 <sup>23</sup> 2 <sup>20</sup> 12 <sup>20</sup> 8 <sup>20</sup> 16 <sup>22</sup> 27 <sup>24</sup> 26 <sup>21</sup> 291	2.75 2.75 2.75 2.5 2.5 2.5 2.63 2.75 <sup>82</sup> 2.5 2.5	2.187 <sup>2</sup> 2.187 2.375 2.125 2.125 2.125 2.37 2.374 2.125 2.125	.0005-15 .0005-15 .0015-25 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15	.0005-15 .0015-25 .0005-15 .0005-15 .0005-15 .0005-15	1-2-10 <sup>4</sup> 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12	16 1-2-3-10-12 1-2-10 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12	70-75 85 85 85 70 70 70 <sup>29</sup>	85 85 100 85 85 85 85 85 85 85	45 45 75 45 45 45 45 45 45	2007 1512 48-72 3025 3025 3025 5030 5030 5025 35	10 10 <sup>14</sup> 35 25 <sup>26</sup> 25 <sup>27</sup> 25 <sup>27</sup> 30 30 30

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	CA V	VALVE	TIMING	1 2 3	BEARING DATA							TORQUE SPECIFICATIONS (Clean unlubricated threads except as			
MAKE & MODEL	YEAR	Intake	Exhaust		aft Journal meters	Fitting C (Dian		Undersizes Available (Thousandths)			Bearings		Mani	Mary Call Control	
	\	Opens Close °ABC	Opens Closes OBBC ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.	
DODGE continued															
383 V8. 440 V8.	70 1 3-2 7 Incl 17 4-b	186 586 bbl, '70 only, 1-pounds; '70, bl. carb., 14, 5	240 inlb. 13 4, 56, 12. 20 -24. 24 '68. S	Intake to exh '68–'70, 10–5 tandard, 18-5	2.37 2.374 also 3, 12. aust manifold 0-58-10. 2 8-64-14; H.P. 83 H.P. 2.625	.0005-15 5 '70, with bolts, '69, 2 1 '67-'68, M ., all '69, 21	.0005-15 383 hp., 21- 200 in. lbs anual; '69 M		1-2-3-10-12 6 '70, Std.; 44 1 to cyl. head 1 1, 22-66-74-22	70 0 H.P., 44 nuts. 16 2. 22 '68	85 85 0 3x2 bbl., .0005 and 8, 18–58–64 69–'70, 30.	1 1-2-3-10 -14; '69,	0-11-12.	30 30 -14.	
198, 225 Slant Six. 318 V8. 340 V8. 360 V8. 426 V8. 383, 440 V8.	71 71 71 71	16 56 36 68 181 621 32 60	54 10 52 16 74 22 60 16 80 24 681 201 63 29 383, 440 & 440	2.75 2.5 2.5 2.8105 2.75 2.63 2.244 3–2 bbl., 21–6	2.186 2.125 2.125 2.125 2.375 2.376 1.771 67-79-25.	.0005-20 .0005-20 .0005-20 .0005-20 .003 .0005-20 .0006-39 <sup>2</sup> 383 4 bbl.	.0005-20 .0005-20 .0005-20 .0005-20 .0015-25 .0005-20 .0003-28 & 440, .00	1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1,2,3,10,11,12 1-2-3-10-12 5-10-15 1-2. 3 Nuts	1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 2 .5-1-2	2 85 2 95 2 95 70–75	85 85 85 85 100 85 38	45 45 45 45 75 45 24	20 35 35 35 48–72 40 12	10 30 30 24 35 30 12	
FIAT 850 Sedan, Coupe, Convert., Race. 1500 Convertible, Sedan. 124. 124 Coupe, Convertible. 124S Sedan & S/Wagon. 124 (1600). 128.	67-6 67-6 68-7 70-7 71	8 25 <sup>5</sup> 51 <sup>5</sup> 9 25 59 1 26 66 1 19 48 22 70 12 52	564 164 645 125 65 19 66 26 59 8 70 22 52 12 e, Racer, 25-51-	1.9996 2.478 1.999 1.999 1.999 1.999 1.999	1.5742 2.0863 1.7917 1.791 1.791 1.899 1.793 Sedan, 9-61-4	.0254 .0018 .0025 .0019 .00254 .0020-37 .0020-37 9-21.	.0254 .0018 .0025 .0010 .00254 .0018–32 .0014–34 70, Sedan; G	10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 Coupe, Convert	10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40	65 48.5 56 58 58 69	456 76 57.9 59.3 58 58 61 -40, Mains	26 <sup>6</sup> 48 38.3 37.6 36 40 36 43, Con.	15 16 14.5 18.1 14.5 18 22 Rods 29.	15 16 14.5 18.1 14.5 18 22	
Falcon 170 6 Cyl. Falcon 200 6 Cyl. Falcon 289 (2V, 4V) Falcon 302 V8 (2V).	67-6 67-6	9 66,7 546,7 8 16 70	42 18 396,7 216,7 52 24 52 24 21 7'68-'69,	2.2485 2.2485 2.2486 2.2486 9-51-42-18.	2.1236 2.1236 2.1232 2.1228-36	.0005-15 .0005-15 .0005-15 .0005-15	.0008-15 .0008-15 .0008-15 .0008-15	Ξ	Ξ	70-75 70-75 65-72 65-72	60-70 60-70 60-70 60-70	19-24 19-24 19-24 19-24		13-18 13-18 15-20 15-20	
Fairlane 200 6 Cyl. Fairlane 289 V8 (2V) Fairlane 390 V8 (2V, 4V, HP) Fairlane 427 V8 (4V, 8V) Fairlane, Torino, 200, 289, 302	67 67–6	8 16 <sup>8,9</sup> 60 <sup>8,9</sup> 48 96	55 21 <sup>7</sup> 52 24 55 <sup>8</sup> , <sup>9</sup> 21 <sup>8</sup> , <sup>9</sup> 96 48	2.2485 2.2485 2.7484–92 2.7488	2.4384	.0007-26 .0005-15 .0005-15 .0007-31	.0008-15	= =	Ξ	70-75 65-72 80-90 100-110	60-70 60-70 95-105 95-105	19-24 19-24 40-45 53-58	20-22 32-35 32-35	13-18 15-20 12-18 12-18	
Fairlane, Torino 427 V8 (4V)	68 8 HP	18 72 18-72-68-22	68 22 9 '68 2V. 13	2.7488	2.4384	.0005–15	.0008-15	_	-	80-90	95–105	53-58	32-35	18-24	
Mustang 200 IL6. Mustang 289 V8 (2V, 4V) Mustang 289 V8 (HP) Mustang 390 V8 (4V, HP). Mustang 300, 289, 302, 427 <sup>7</sup>	67 67 67–6 68	7 65 16 70 46 84 8 16 <sup>5</sup> 60 <sup>5</sup>	55 21 <sup>2</sup> 52 24 94 36 55 <sup>5</sup> 21 <sup>5</sup>	2.2486 2.2486 2.2486 2.7488 EIFICATION	2.1236 2.1232 2.1232 2.4384 S.	.0005-15 .0005-15 .0005-15 .0005-15	.0008-15	Ξ	Ξ	70-75 65-70 65-70 80-90	60-70 60-70 60-70 95-105	19-24 19-24 40-45 40-45	20-22 20-22 <sup>6</sup> 20-22		
(Standard-size Ford) 240 6 Cyl	67-6	9 12 62 16 70	60 28 52 24 969 489	2.3986 2.2485 2.7488	2.1232 2.1232 2.1232 2.4384	.0005-15 .0005-15	.0008-15 .0008-15 .0013-229	Ē	Ξ	70-75 65-70 100-110	60-70 60-70 95-105	40-45 19-24 53-58	20-22	20-25 13-18 12-18	

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he races.

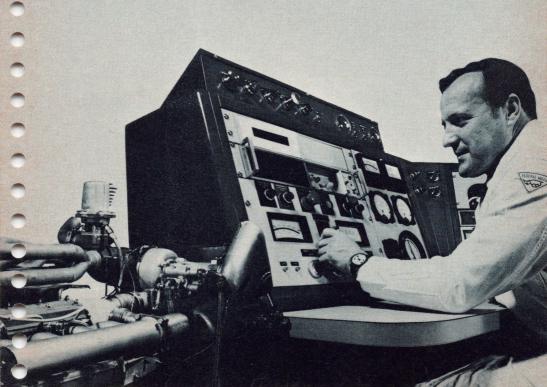
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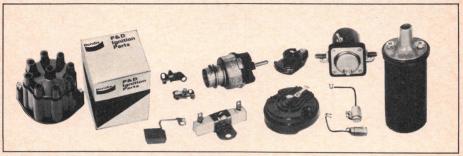
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			VALVE	TIMING				TORQUE SPECIFICATIONS (Clean unlubricated threads except as no							
	MAKE & MODEL	YEAR	Intake	Exhaust	Cranksha Diam	ft Journal leters	Fitting Cl (Diam		Undersizes (Thousa		Cyl.	Beari	-	Mani	
			Opens Closes °BTC °ABC	Opens Closes  BBC ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Heads	Mains	Con. Rods	Int.	Exh.
	FORD continued														
	390 V8 (2V, 4V)	. 67-6 . 68-7 . 69-7 . 69-7 . 69-7 . 69-7 . 70-7 . 70-7 . 70-7 . 70-7 . 70-7 . 71 . 71 . 71 . 71 . 1 Fro 6 Fro 18 2 V	8 188 728 1 16 70 10 62 1 11 65 1313 6313 18 72 1 16 60 1 16 60 1 16 60 1 19 51 1 10 62 1 10 62 1 10 62 1 10 62 1 10 62 1 13 63 1 13 63 1 13 63 1 13 63 1 17 59 17 51	6-24. 7 Fro	m '71, 20. Cobra Jet; Su	Cobra & Rar 8 '68, 18-60-5	0005-15 0013-25 0013-25 0013-25 0013-25 0015-15 0005-15 0005-15 0005-15 001-15 001-15 0010-15 2 0010-15 2 0005-15 1 0005-15 1 0005-15	.0008-15 .0008-15 .0008-15 .0008-15 .0008-15 .0008-15 .0008-15 .0008-15 .001-15 .001-15 .001-15 .001-2 .001-2 .001-2 .001-2 .001-2 .0010-15		fications.	55 65-70 39-43 m '70, .00 to 3.000	2. 11 '69	40-45 40-45 19-24 21-26 40-45 95-105 53-58 40-45 19-24 40-50 53-58 40-45 53-58 40-45 30-35 29-34 5 From 70 7, 23-25, ss only, 90	23-25 23-25 40-50 32-35 25-30 25-30 20-25 23-25 32-35 32-35 32-35 32-35 12-15 12-15 12-15 12-15 12-16	12-18 15-2013 13-18 18-2417 18-24 18-25 28-33 28-33 28-33 28-33 13-18 20-25 13-18 12-16 18-25 28-24 13-18 12-16 18-24 18-24 18-24 13-18
	FORD (European) Anglia, Cortina (73 cu. in. eng.) Cortina 1300, 1600, 1600GT Capri 1600 cc Capri 2000 cc	67-7 71 71 2 Blue	0 174 514 25 65 18 70 2, 2.1253-7; rec	51 17 514 174 65 27 64 24	2.1255-60 1.238 2.2440	1.9370-75 1.9368-76 1.9368-76 2.060 7; yellow, 2.1	.0004–19 .0005 .0005–15	.0005-22 .0004-24 .001 .001-15	10-20-30 10-20-30 	2-10-20 <sup>5</sup> 2-10-20 5, 27, <sup>5</sup> '69	65-70 65-70 65-70 65-80 Also 30-4	55-60 55-60 <sup>6</sup> 65-70 65-75 0. <sup>6</sup> '69,	20-25 20-25 <sup>7</sup> 30-35 29-34 65-70.	12-15 15-188 15-18 12-15	15–18 <sup>8</sup> 15–18
	HILLMAN Super Minx IV	67	. 19 57	61 .15	2.3756	2.1256	.0010-25	.0015-20	20-40	20-40	48	55	24	推	
	HONDA Honda S600	. 67	20 40	30 10 ngs. Replace 6	1.535	1.262	.0003-6	.0003-20	1 ,		15.9	58	1	N.A.	N.A.
	MPERIAL 440 V8	71	18 62	64 <sup>4</sup> 16 <sup>4</sup> 68 20 69,-'70, 18-58-	2.75 2.75 66–16. 5 '7	2.375 2.376 0, 2.38.	.0005–15 .0005–20 '69, .0005–	.001-2	5 1-2-3-10-12 1-2-3-10-12 9-'70, 40.			85 85	45 45	50 <sup>7</sup> 40	30 30
1	BellettBellett	68-6	38 82 9 15 73 5-10-15-20-2	73 35 55 29	2.1661-7 2.205-7	1.8907-13 1.929-30		.0012-24 .0012-24	1	1	43-51 58	65–76 72	21-25 22-25	17-19 17-19	17-19 17-19
	JAGUAR All	67-7 2 O'ho	1 15 57 I. camshaft brg	57 15 s., torque, 15.	2.750 8 '68 340,	2.086 .0015-30; '69	.0025-428	.0015-334	10-20-30-40 8 340, .0023-3	10-20-30-40 9; '69-'71 XJ,	54 .0015.	83	37	33	331

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	V	ALVE	TIMING	3			BEARIN	NG DATA	9-3 X 98-						
YEAR	Int	ake	Exha	ust											ítolds
	Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Heads	Mains	Con. Rods	Int.	Exh.
. 67-66 . 67-71 . 67-71	8 12 1 12.5 1 24 1 24	81 78	47 53 53.5 72 70 ear, 50-	12 10 10.5 43 38 55.	2.3335 2.4991 2.4991 2.4995 2.9995 4 Oiled.	1.9375 2.2487 2.0951 2.00 2.00	.003-29 .001-2 .001-2 .0005-21 .0004-15	.001-2	1-2-10-12	1-2-10-12 <sup>1</sup> 1-2-10-12 1-2-10-12 1-2-10 1-2-10	65 58-62 80-85 65-85 75	70 80-55 <sup>3</sup> 75-85 95-120 110	35-45 46-504 27-30 30-40 35	33 20-25 20-25 25-35 50	33 20-25 20-25 10-15 18
67-68 67-68 111A	8 16 8 11 2.312,	52 42 47 3 Ma d nuts, 9	34 51 46 achine tl	24 13 18 hread; 1	2.50 2.5 2.625 colled thread, e diesel head	2.126 <sup>2</sup> 2.313 1.875 25 (identified when hot onl	d by drill po	.0010-25 .0008-25	10-20-30-40 10-20-30	10-20-30-40 <sup>5</sup> 10-20-30-40 10-20-30-40	65 804 50	85 100 65	35 <sup>1</sup> 35 <sup>1</sup> 25	_  25	<u>-</u> 35
. 68	16	76 60 ER TO	69 55 FORD	27 21 SPEC1	2.8998 2.9998 FICATIONS	2.5996 2.4992-2.5	.0008-15 .0005-25		= 1	·,= .	135-145	95–105	40-45	20-25	15-21
. 69-7	1 14	52 57 53 40	51 62 57 75	15 8 10 35	2.4804 2.4804 2.200	2.0816 2.0866 1.770	.0008-29 .0008-29 .0011-18	.0011-30 .0011-30 .0011-29	10-20-30 10-20-30 10-20-30	10-20-30 10-20-30 10-20-30	55-60 55-60 47-51	61-65 61-65 43-47	32-33 32-33 25-29	12-20 12-20 12-20	7-14 7-14 7-14
. 71	13	54	57	10	2.4780-83	2.0866	.031-61	.0011–30	10-20-30	10-20-30	60	60	30	50	50
	11 <sup>2</sup> 10 <sup>2</sup> 10 <sup>2</sup> 7 <sup>2</sup>	53 58 46 47	47 45 47 51 44 49.5	21 9 21 23 12 11.5	2.755 2.755 2.364 2.3598 2.359 2.364	2.04 2.04 1.889 1.887 1.887 2.04			10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 10-20-30-40 10-20-30	10-20-30-40 10-20-30-40	65 <sup>8</sup> 58 <sup>3</sup> 58 <sup>5</sup>	65 65 58 58 58 36± 1.5	27 <sup>10</sup> 27 <sup>10</sup> 43 <sup>10</sup> 27 <sup>10</sup> 27 <sup>10</sup> 27 <sup>10</sup>		
. 68 . 69 . 69 . 69 . 69 . 70	SPEC 12.5 11 12 4 SPE	CIFICA 41.5 47 56 CIFICA	TIONS 45 48 53 — ATIONS	NOT A 9 16 21 — NOT		E FROM ME	ERCEDES-	EENZ CA	ANADA LTD.	Coat threads w			=======================================		
. 66-67	7 6 16 <sup>1</sup>	54 60 <sup>1</sup>	39 551	21 21 <sup>1</sup>	2.2485 2.7484-92	2.1236 2.4380-8	.0005-15	.0008-15 .0008-15	=	= 1	70-75 80-90	60-70 95-105	19-24 40-45	32-35	13-18 12-18
67 HP.	48 18,72.	96 68, 22.	96	48	2.7488	2.4384	.0007-31	0013-32	_	Ξ	100-110	95-105	53-58	20-22 32-35	15-20 12-18
67	16	70 72	52 68	24 22	2.2485 2.7488	2.1232 2.4384	.0005-15	.0008-15			65-72 80-90	60-70 95-105	19-24	20-22 32-35	15-20 12-18
	67-7-67-67-67-7-1 Also 67-7-67-7-1 Also 67-7-67-7-1 Also 67-7-67-67-67-69-7-69-7-71 67-67-69-7-69-7-71 67-67-67-67-67-67-67-67-67-67-67-67-67-6	YEAR    Opens	YEAR    Opens   Closes     Opens   Closes     OFFI   9   50     67-68   12   51     67-71   24   78     67-71   24   78     14   15   15     67-71   24   78     14   15   15     15   15   15     16   17   12   5     15   15     16   17   18     16   18   18     17   18     18   18     18   18     19   19     19   19     19   19     19   19	YEAR    Opens   Closes   Opens	YEAR    Opens   Closes   Opens   Opens   Closes   Opens   Opens	YEAR    Opens   Closes of BBC   Closes of BBC	YEAR	YEAR	Name	YEAR	YEAR    Intake	YEAR    Intake	Titake	YEAR    Intake	YEAR

		VA	ALVE 7	rimino	3			BEARIN	IG DATA				ORQUE S			
MAKE & MODEL	YEAR	Inta	ake	Exha	ust	Crankshaf Diame		Fitting C (Diam		Undersizes (Thousa		CI	Bear	ings	Man	ifolds
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
MERCURY continued Meteor 390 V8 Meteor 428 V8	67	16 18	60 72	55 68	21 22	2.7488 2.7488	2.4384 2.4384	.0005-15 .0005-15	.0008-15 .0008-15	Ξ	Ξ	80-90 80-90	95–105 95–105	40–45 40–45	32-35 32-35	12-18 12-18
(full-size Mercury) 390, 410 V8 428 V8 All.	67	16	60 72 ER TO	55 68 FORD	21 22 SPECI	2.7488 2.7488 FICATIONS	2.4384 2.4384	.0005-15 .0005-15	.0008-15 .0008-15	Ξ	Ξ	80-90 80-90	95–105 95–105	40-45 40-45	32-35 32-35	12-18 12-18
MG Midget, Midget Mk III, Mk III <sup>s</sup> MGB & GT Midget III	67-7	1 16	56 451	51 <sup>1</sup> 51 51 <sup>1</sup> arance.		2.0 2.126 2.0005–10 om 68; Torqu	1.6254-59 1.876 1.6254-9 ne specs. 50-6	.0010-25 .001-27 .001-27 60-45-15-15	.001-27	10-20-30-40 10-20-30-40 10 <sup>4</sup> , permissible w	10-20-30-40 104	40 42	60 <sup>3</sup> 70 60	35 <sup>3</sup> 35 45	15 <sup>8</sup> 25 15	<u>;</u>
NSU All	67				_ -	olaced as asse	1 mblu	1		-		25	-	-	_	
OLDSMOBILE 330 V8	67 67 67 67 68-6 68-6 68-6 70-7 2 No. 10 4-b 20 No. 23 ,00 28 #2	12 <sup>16</sup> 21 <sup>17</sup> 21 <sup>8</sup> 62 1 16 9 16 <sup>25</sup> 9 30 <sup>22</sup> 9 20 <sup>27</sup> 1 16 <sup>32</sup> 1 30 <sup>34</sup> 5 brg. 1 bl. carb., 5 .001 <sup>2</sup> 05-10-1 -5, 2.49	58 77 77 794 48 54 <sup>25</sup> 76 <sup>22</sup> 58 <sup>23</sup> 84 <sup>34</sup> 20. autom 5–31. 5–002–1	60 76 71 92.30 46.5 64 <sup>25</sup> 78 <sup>22</sup> 68 <sup>27</sup> 64 <sup>32</sup> 78 <sup>34</sup> 5 Also 10 actic, 21 <sup>21</sup> Nos. 0–20. <sup>29</sup> #5, .1	24 26 31 63.30 17.30 20 <sup>25</sup> 28 <sup>22</sup> 24 <sup>27</sup> 20 <sup>32</sup> 38 <sup>34</sup> ), 20. 77, 76, 1-4; N 24 2.9 00200	2.4995-85 18 12.2983-93 2.2983-93 2.4985-95 18 2.4998-98 <sup>28</sup> 2.4988-98 <sup>28</sup> 2.5993-03 8 Starfire, 2 26; manual, 0, 5 120; 69, 993-3.003, 34. 80 Sid 56-66-18.	2.1248-388  14  1.999-2.0  1.999-2.0  2.1238-48  2.4988-98  2.1238-48  2.4988-98  2.1238-48  1.4988-98  4.82-74-26.  21, 77, 71, 31  400 V8, all 1  25 '69, 4-b  clearance 01  38 Also, 01	.0015-31 .0015-31; .0003-29 .0003-29 .0005-21;	.0008-18 0 0008-18 .0007-27 .0007-27 0 .0009-31 0 .0004-33 0 .0004-33 1-4; No. 5, 18d, trans 3 W/MT; A 31 40-80-86 31 #5, 120, 1, 365 hp. (6	.5-1-1.5-26 1-2-9-10-20-3 1-2-9-10-20 26 23 28 23 28 5-10-15 <sup>33</sup> 30 5-10-15 <sup>33</sup>	1-2-10-20 2-10-12-20 2-10-12-20 2-10-12-20 2-10-12-20 2-10-12-20 3 2 . 9993-3 . 00 19 Exhaust 26; '69, M/T of the company of the comp	80 80 95 95 95 96 98 98 98 98 98 98 98 98 98 98	A/T 22-60 c. W34; W '71 with 4- IT 56-92-9 ; '71 442 A	old clamp 1-68-26; W 34, 24-81- -bbl. & M 96-52; '70- T, 34-80-	/30, 110– -74–33, Γ, 30–75– -'71 Toro -76–40,	92–96–52. -71–36; nado,
GT-77	71	60	94	80	54	2.28	2.05	.0009–25	.0006-25	.010-20	.010-20	72	72	36	33	33
<b>PEUGEOT</b> 404, 404 S/Wagon. 204, 404. 204, 304. 404, 504.	68-6 68-6 70 70 4 Also	9 20 9 0 1.339 0.50	35 6 Fro 2.33-4	10.5-39.	10 2, 2.30	10 Clamps.		211: No. 5. 2	.0015 0010-17 .0005-26 <sup>12</sup> 2.015. 7 60; #3, 2.2	12 12–20 .0118	11.8-19.74 12 12-20 .0118 .0122 2, 2.211, #3, 12; rear, 2.014	58-60c 428 528 43 60 2.251, #	50-58 38 55 38 54 4, 2, 306, 37 70 404; 504	31-35 27 32 30 30 #5, 2.339.	- - 18 3 '69	21 21 21 58.
<b>PLYMOUTH</b> 225 6 Cyl 273 V8. 318 V8 Fury <sup>9</sup>	67-6	8 148	468	48 588 568	TC 28 128	2.75 2.5 2.5	2.187 2.125 2.125		.0005-15	1-2-3-10-12 1-2-3-10-12 1-2-3-10-12	1-2-3-10-12	65 85 85	85 85 85	45 45 45	200 <sup>5</sup> ,18 30 30 <sup>12</sup>	10 25 25 <sup>12</sup>

318 V8 Belvedere 383 V8 440 V8, 383 H.P 426 V8	67-70 16 <sup>10</sup> 67-70 19 <sup>10</sup> 67-70 30 <sup>11</sup>	6010,19 6410,19 6910,19 7710,19 6611 7411	8 2.5 16 <sup>10</sup> ,1 <sup>9</sup> 2.63 27 <sup>10</sup> ,1 <sup>9</sup> 2.75 <sup>17</sup> 22 <sup>11</sup> 2.750 ECIFICATIONS.	2.125 2.37 2.374 2.375	.0005-15	.0005-15	-2-3-10-12  1-2-3-10-12 <sup>14</sup>  1-2-3-10-12  1-2-3-10-12 <sup>14</sup>	1-2-3-10-12		85 85 85 100	45 45 45 75	30 50 <sup>18</sup> 50 18	25 30 30 35
	3 .0005 and 11 '68-'70, 3	1-2-3-10-11-12. 6-68-80-24.	5 Inch-pounds.	69, 40. 14 '6	9, also .011	. 15 '69, 4	68 Belvedere. 48–72 in. lbs.	10 '68-'69 17 440; 38		18 '70, 24	10 is 21-67 10 in. lbs.	7-79-25	
PONTIAC (Canadian Models) 250 IL6	67 40 <sup>12</sup> 67 56 67 38 68 SEI 68 SEI	114 110 92 88 E CHEVROLET E CHEVROLET	CHEVY II 1968 SI STANDARD SIZE	2.199-2.2 2.199-2.2 1.999-2.0 PECIFICATION 2.1968 SPECIFI	.0004-2015 .0004-2015 .0008-2011 NS.	.0007-27   1- .0007-28   1- .0007-28   1- .0007-28   1-	-2-10-20 -2-10-20 -2-9-10-20	1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20	95 80 80 65	65 9516 9516 80	35 50 50 35	25 <sup>17</sup> 30 30 30 30	25 <sup>17</sup> 20 20 30
250 IL6. 550 V8, 50 & 300 hp. 396 V8, 427 V8, 335 hp. 427 V8, 390 hp. 350, 400 V8.	15 No. 1-2; 1 69-70 16 69 28 69 28 69 56 70 28 70 3015	No. 3-4, .0009-25 48	30 2.4479-88 31 2.7484-93 62 2.7481-90 30 2.4484-93	16 2-bolt; 4-l 1 999-2 0 1 2 099-2 10 2 199-2 20 2 199-2 20 31 2 099-100 413 2 199-220	0014, 115. 0093-29 0008-20 <sup>8</sup> 001-22 <sup>4</sup> 0013-25 <sup>5</sup> .0006-18 <sup>12</sup> .0013-25 <sup>14</sup>	17 Manifold 0007-29 1- 0007-28 1- 0009-25 1- 0009-25 1- 0007-28 <sup>16</sup> 1- 0009-25 1-	d clamp outer -2-9-10-20 -2-9-10-20 -2-9-10-20 -2-9-10-20 -2-9-10-20 -2-10-20	, all others 30 1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20 1-2-10-20	95 656 80° 808 65 80	75	., .0014-3 45 45 70 70 50 50	30. 20 30 30 30 30 30 30 30	25 <sup>10</sup> 20 <sup>7</sup> 20 20 20 20 20
(U.S. Prod'n.)	.0015-31. 65 lb. ft.; 12 '70. # 1 3	<sup>5</sup> No. 1-4; No. long bolts, 75 lb. 50 V8: 400 V8.	5 0015-31. 6	Outer bolts on 10 '70, Manifold 4, 0006-18, #5	engines wit d clamp out	h 4 bolt caps	s, 65 lb. ft.	<sup>7</sup> Inside boli . 350: 400. #	s, 30 lb. ft 1–4, 2,648	8 Alur 4-93: #5.	minum he 2.6479–88	ad short l	bolts,
400 V8 (std. trans.), 428 4 bbl. 11 400 V8 (auto.) 428 V8. 4 bbl. H.O.10 All 1970, see Tempest etc.	. 67-69 309	63 <sup>9</sup> 77 <sup>9</sup> 1 77 <sup>14</sup> 90 <sup>14</sup> 1, 120. 568–6	31 <sup>12</sup> 3.0 <sup>13</sup> 25 <sup>9</sup> 3.0 32 <sup>14</sup> 3.25 9, 265 & 290 hp. w/	2.25 2.25 2.25 AT, 22-67-72-2	25. 10 H.	.0005-25 .0005-25 .0005-25 <sup>15</sup> O. High Out	1.2 1.2 1.2 tput engine.	1-2 1-2 1-2 11 '69, Wit.		100 <sup>7</sup> 100 <sup>7</sup> 100 <sup>7</sup> 31–77–90–3	43 43 43 32. 15	40 40 40 '69, .0005	30 30 30 5-26.
Tempest, Firebird, Grand Prix Tempest 326 V8 Tempest & Firebird 230 OHC6 Firebird 2-bbl. 400 V8. Tempest 4-bbl. 400 V8 (std. trans.). Tempest 4-bbl. 400 V8 (auto.) Firebird 400 V8 Ram Air. All 350 & 400 V8. 250 6 Cyl. 250 L6. 350, 400 V8.	67 22 67 75 67 22 67 23 67 30 67 38 68–69 7 68–69 148 70–71 16 70 2213 70 2314	67 72 41 41 67 72 70 78 63 77 83 95 7 7 468 468 48 46.518 6 6715 7215	25 3.00 7 2.30 25 3.00 31 3.00 25 3.00 38 3.00 7 3.00 148 2.30 17.515 2.2983-5 2513 3.00 314 3.25	2 . 25 2 . 0 2 . 25 2 . 25 2 . 25 2 . 25 2 . 25 2 . 00 3 1 . 999-2 2 . 25 2 . 25 2 . 25	.0002-17 .0003-20 .0002-20 .0002-20 .0002-20 .0002-20 .0003-20 .0003-29 .0003-29 .0002-17		1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2	1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2-10-12 1-2-10-12	95±5 93±7 95 95 95 95 95 95 95 95 95 95	100± 10 <sup>2</sup> 100± 10 100 <sup>2</sup> 100 <sup>2</sup> 100 <sup>2</sup> 100 <sup>2</sup> 100 100 65 100 100	43+3	40±5 30±5 40 40 40 40 40 30 30 30 <sup>11</sup> 40 40	30± 5 28± 7 30 30 30 30 30 30 30 30 30 30 30 30 30
307, 350 V8 (245hp) 350 V 8 (250 hp), 400V8 2-bbl. 400 V8 4-bbl. 455 V8, 2-bbl. 455 V8 4-bbl.	71 26 71 23 71 30 71 31	63 72 70 78 63 77 77 90	25 3.0 31 3.0 25 3.25 32 3.25 W/4 bbl, carb., 14- bbl, MT & 400 w/4	2.25 2.25 2.25 2.25 -50-52-12. 7	.0002-17 .0002-17 .0003-19 .0005-21 350 & 400	.0005-25 .0005-25 .0005-25 w/2bbl.:	1-2 1-2 1-2 1-2 1-2	1-2 1-2 1-2 1-2 1-2	95 95 95 95 95 Γ, 400 4 Ы	100 <sup>17</sup> 100 <sup>17</sup> 100 <sup>17</sup> 100 <sup>17</sup> 100 <sup>17</sup>	43 43 43 43 43	40 40 40 40 40 w/AT;	30 30 30 30 30

22-67-72-25; '68 350 w/4 bbl. MT & 400 w/4 bbl. AT & MT & H.O. w/4 bbl. & AT; '69, 350 H.O. 4 bbl. w/AT, 400 4 bbl. w/AT, 400 H.O. w/AT; 22-70-78-31; 350 bbl. w/AT; 30-63-77-25; 400 H.O. w/MT & Ram Air w/AT; '69 350 H.O., 4 bbl. w/MT; 31-77-90-32; 400 Ram Air w/MT; 38-83-95-38: '69, 400 Ram Air IV, 42-86-95-45. 8 I bbl.; w/4 bbl., and '69 AT, 14-50-52-12; '69, w/4 bbl. MT; 22-58-60-20. 9 '69, 0007-27. 10 '69, 0005-25. 11 '70, Int. & exh. man. clamp bolt at end exh. port. 12 '70 All exc. 350 V8, 0005-25, 400 V8 370 hp., 0015-31. 13 '70, 350 V8, 400 V8 265, 290 hp. w/AT; 400 V8, 330 hp., 350 hp. w/MT, 23-70-78-31; 290 hp. w/MT, 4 bbl. 330 & 350 Np., 350 Ap., 350 hp., 350 hp., 350 The, 70-86-95-45. 14 '70, w/AT; w/MT, 31-77-90-32. 15 '71, less. 5. 16 '71, 30. 17 Rear main bearing cap-to-block bolt 120.

		V	ALVE	TIMING	1		BEARI	NG DATA	Jan I			TORQUE :			
MAKE & MODEL	YEAR	In	take	Exhaust		naft Journal imeters		Clearances neter)	Undersizes (Thous	andths)			rings		nifolds
		Opens °BTC	Closes °ABC	Opens Clos	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
PORSCHE 356C 1600SC, 912	67 68-6 68-7 2 # 1.	29 38 9 17 1 4 1 968,	53 39 50 53 4 #2, 3, -34-40-6	53 14 39 19 40 20 50 14 4 2.165, #4, 1 6; 9!IS, 38–5	2.165 2.244 2.244 2.244 2.2245 574. 8 # 1	2.086 2.244 2.244 2.086 2.244 1, 0011-32, # #1-7; #8.1.	.013 .013 .013 .0026 2.3, .0018-220, 6 #	.0011-34			22-24 22-24 22-24 22 23 -5 B.T.C.	25 25 25 29 25 :	36 36 36 32 36	16 16 16 16 16	16 16 16 16
RENAULT Caravelle S-4 R4. R8, R10, R126 R16. R8 Gordini R16TA. R16TS.	. 67-7 . 67-7 . 67-7 . 69-7 . 70-7	11 6 11 10 <sup>7</sup> 11 10 11 31 11 10 11 21	46 30 34 <sup>7</sup> 42 61 42 59 lerances.	46 10 45 7 46 <sup>7</sup> 10 <sup>7</sup> 46 10 62 26 46 10 59 21 3 Ends	1.811 1.575 1.811 2.158 1.811 2.158 2.158 0, center 10-1	1.731 1.496 1.731 1.890 1.731 1.890 1.890 1.890	.0004-10	1 .0010-161 1 .0010-161 1 .0010-161 .0001-7 .0010-16	1 10-20-40 1 10-20-40 10-20 10-20 10	10-20-40 10-20-40 10-20-40 10-20 19-20 10 10 20-60-60-20	45 45 45 50-54 50-55 50-60	45 45 45 45 50 45 45	25 25 35 30 35 30 30 30	11 11 20 20 10–20 20–25	15 <sup>3</sup> 15 <sup>3</sup> 15 <sup>3</sup> 20 20 10-20 15-20
ROVER 3 Litre	67-7	1 181	42 75	52.5 27. 48 12 68 37 2'69-'71.	2.5 2.2992	2.0 2.00	.0010-25 .0010-25 .0009-24	.0010-25	10-30	10-20-30-40 10-20 10-20-30-40	502	75 65 50–55	30 30 30–35	_ 	<u>-</u> 10-15
SIMCA 1000. 1118, 1204.	69-7	70	58  55.03	$\frac{60.5}{45}$ $\frac{14}{13}$ .	1.884-5 N/A 2.0459-0	N/A	.0013-33 .002 3 .0015-30	.002	4-8-20	4-8-20 4-8-20 4-8-20	45 47 47	47 48 48	17 28 28	12 11.1 11.1	15 14.7 14.7
SKODA 1000 MB	67–7	1 11	42	40 13	1.97	1.77	. 0004–1	2 .0004-10	10-20-30	10-20-30	43	36	24	8	8
SUNBEAM Imp Mk. II Minx Deluxe Sedan Tiger 260. Alpine V, Rapier IV 1725 Sedan, Wagon, Arrow, Coupe Alpine GT. Cricket	67-6 67-6 67-7 69-7 71	10 8 21 8 29 0 19 <sup>8</sup> 0 29 <sup>9</sup> 35	46 45 51 63 57 <sup>8</sup> 63 <sup>9</sup> 69 Cold. 19–57–6	46 6 9 57 15 69 23 618 158 699 239 4 Threads lil-15.	1 . 875 2 . 2490-5 2 . 2485 2 . 375 <sup>5</sup> 2 . 735 <sup>6</sup> 2 . 125 htly oiled. 1, 18-52-52-18	1 . 625 2 . 0005-10 2 . 123 2 . 125 <sup>5</sup> 2 . 125 <sup>6</sup> 2 . 1000 5 Also . 010 u	0010-2 .0007-3 .0010-2 .0010-2 .0010-2 .0005-2	0 .0009-29 5 .0015-20 5 .0015-20 5 .0015-20 5 .0009-24	20-40-60 2-10-20-30 20-40 20-40	20-40 20-40 20-40 10-20-40	48 <sup>3</sup> 48 <sup>2</sup> 42 <sup>7</sup> 56	414 50-60 65 55 55 55 55 55 also .010 u	17-19 23-25 22 24 29 29 29 ndersize.	64 ————————————————————————————————————	64 16 33 33 16
THUNDERBIRD 390 V8 (4V). 428 V8 (4V). 429 V8 (4V).	67	18 16 1 REF		55 21 68 22 70 20 FORD SPE threads.	2 748-9 2.7488 2.9998 CIFICATION	2 438 2 4384 2 4925	.0005-15 .0005-15 .0005-25	.0008-15 .0008-15 .0008-26	2-10-20-30 <sup>2</sup> 	2-10-20-30 <sup>2</sup>	80-90 <sup>4</sup> 80-90 —	95-1054 95-105	40-45 40-45 —	32-35 32-35	23-28 12-18

TOYOTA Crown, Deluxe, Custom. 700, 700 Deluxe. Land Cruiser FJ40, F145. Corona RT43 Crown. Corolla Corolla I600 Celica	67 16 67-71 10 67-68 16 68-71 10 68-71 16 69-71 15 71 16 71 15	531 631 48 52 46 52 54 54 54 50 50 50 45 50 54 58 45 50 e; Deluxe & C 66-78, second	13 <sup>1</sup> 2.3616-2 20 1.9689-6 12 6 16 2.282-3 14 2.362 16 1.958 10 2.361 12 2.2827-3 10 3.3613 ustom (3R engine) 1 2.6957-69, third 2.7	1.9679-85 2.1252-60 1.9680-5 2.047 1.652 2.086 4 1.889-90 2.867 8.58.58.18.	.0004-20 .0008-24 .0004-20 .001-3 .001-2 .0015 .0012-24 .0008-20	0004-21 0006-26 0004-18 001-3 001-2 0015 0008-12 0008-20	1-5-10 <sup>2</sup> 5-10-15 <sup>4</sup> 2-10-20 <sup>7</sup> 10-20-30-40 2-10-20-30 <sup>9</sup> 10-20-30-40 10-20-30-40 1. 9686-92. 8 Rear, 8	1-5-10 <sup>2</sup> 5-10-15 <sup>4</sup> 2-10-20 <sup>7</sup> 10-20-30-40 2-10-20-30 <sup>9</sup> 10-20-30-40 10-20-30-40 4 Also 20. 7. 9 And 40	80-85 25 94 80-85 60 36-48 80 52-64 80 5 Rear ma	75-80 13 <sup>5</sup> 101 <sup>8</sup> 75-80 75 39-47 70 52-63 75 in.	40-47 31 51 33 32 29-37 45 28-36	18-30 36. 2 18-30 18-25 18-25 20 8-11 22	18-30 
TRIUMPH Triumph TR4, TR4A, TR6 Herald 1200, Spitfire 4, Mk III. 2000. 1300. GT6.	. 67-71 12 <sup>4</sup> . 67-68 18 . 67-68 —	57 57 524 524 58 58 	17 — 12 <sup>4</sup> 2.001 18 2.001 — 2.0005 18 2.0005 on, con. rod 1.875, m	1.625 1.875 1.6255 1.8775 <sup>2</sup> ains .0015.	.0015 <sup>2</sup> .0005 .001 .0005 .0005 <sup>2</sup> 3 '69 on .005	.0028 .0005 .001 .001 .002 <sup>3</sup>	10-20-30 10-20-30 10-20-30 10-20-30 10-20-30 71 Mk III, no	10-20-30 10-20-30 10-20-30 10-20-30 10-20-30 t available.	5 38-42 <sup>1</sup> 42-6 42-46 42-46 5 TR6, 6	53–60 55–60 55–60 55–60 5–70.	42-46 42-6 38-42 38-42	18-20 14-16 24-26 20-22	18-20 22-4 12-14 20-22
VALIANT and BARRACUDA 170,13 225 6 Cyl. 273 V8. 383 V8. 318 V8. 340 V8. 426 V8. 440 V8.	. 67-69 144,5 . 67-70 166 . 68-70 10 . 68-70 267 . 70 36 . 70 18 <sup>17</sup> SEE DODG 4 4 bbl., 14,	60 <sup>6</sup> 54 <sup>6</sup> 50 58 70 <sup>7</sup> 78 <sup>7</sup> 68 60 58 <sup>17</sup> 66 <sup>17</sup> E FOR 1971 S 54, 56, 12. A/T, 22-66-7	SPECIFICATIONS, 5 '68, 10-50-58-10, 4-29. 8 '69, 200 in	2. 187 2. 125 2. 37 2. 125 2. 125 2. 376 2. 37 6 '68-'69, 18- 1. lbs.; '70, 240 itd.; 'H.P. & 440	.0005-15 .0005-15 .0005-15 .0005-15 .0005-15 .0005-15	.0005-15 .0005-15 .0005-15 .0005-2014 .0005-15 .0005-15	1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10 <sup>16</sup> 1-2-3-10 <sup>16</sup> 6-14; H.P. eng	1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10-12 1-2-3-10 <sup>16</sup> 1-2-3-10 <sup>16</sup> 5, 21-67-79-25	65 85 70 85 70 <sup>11</sup> 75 70 7 *68–	85 85 85 85 85 100 85 '69 W/M'		16.68 30 5012 309 509 72 in.lbs 50 , 22–66–7	30 '4–22;
VAUXHALL Viva, Epic. Victor, Envoy. Viva, Epic, HB22, HB23 Victor, Envoy. 97, 5 120, 5 cu. in. Firenza	. 67 29.6 . 68-70 39 <sup>5</sup> ,1 . 68 33.5 . 69-70 33.2 . 71 33.2 . <sup>2</sup> Centre 00	93 65 76.1 71.6 1 935.11 655, 12 65.512 33.5 66 65.26 65.2 105-19; rear. 0.4 1, #1-4, 0005-	45 2.1255–( 5 34.1 2.1218 11 455-11 2.1255–( 616 33.26 2.4995–( 16 33.26 2.50	1.8625-35 0 1.7705-12 1.9975-85 1.9975-75 1.9975-85 w/HB23 engin 20.5 cu, in, #1	.0005-24 <sup>2</sup> .0010-25 .0009-28 <sup>10</sup> .0008-28 <sup>10</sup> e.39-73-71-	.0010-32 .0010-32 .0005-25 41. 6 # #5, .0008	1-4, 2.4995-2. 8 '69, r		38-43 73 43 83 83 83 8.1-4; No.	55–60 58 58 83 83 83	24–26 22 25 42 47 47 2.5005.	14 14 14 14 14 14	14 14 14 14 14 14 10008–25.
VOLKSWAGEN 1200 Sedan, Karmann Ghia 1500 Sedan, Karmann Ghia 1300. 1600 <sup>5</sup> 1200 Sedan. 411 Sedan.	. 67-69 7.5 . 67-71 7.5 . 70 6 . 71 4 ! No. 4, 1.57	35.5 42.5 37 44.5 37 44.5 35.5 22.5 39 40 48. 2 Cranl -25, contact su	2.1654 <sup>1</sup> 4 2.1654 <sup>1</sup> 3 2.1654 <sup>1</sup> 2.1653 <sup>1</sup> 3 2.253 <sup>1</sup> 3 2.253 <sup>1</sup>	2.1654 2.1654 2.1654 2.1653 2.1653 2.1653 70,1600 onl	.0019 25 ft. lb.; 8	.0008-27 .0008-27 .0008-30	10.1-20.3 10-20-30 10-20-30 10-20 10-20 1-2-3 1b. 3 12 mm	10.1-20.3 10-20-30 10-20-30 10-20 10-20 1-2-3 n. c'case studs	23 23 23 23 23 24–26; 8 r	3 3 3 2 2 mm. 14 ft.	36 36 36 <sup>4</sup> 22–25 <sup>4</sup> 24 lb.		
<b>VOLVO</b> B16, B18, B20B, B30A	. 70-71 1 B16A, B18	A & D, (up to	— 2.498 — 2.498 90 hp.) set Int. valv p; B20B, B30A, Int.	2.13 2.13 e lash .043 in V. lash .057 in.,	.001-3 .001-3 , Int. V. ope Int. V, oper	.0015-30 ns 10° ATC	10-20-30-40 C; B16B, B18B	10-20-30-40 <sup>2</sup> 10-20-30-40 <sup>3</sup> 108 hp., Int. <sup>3</sup> B20E, Int.	<sup>2</sup> 65-70 V. lash . 04	87-94 90 15 in., Int. 56 in., Int	38-42 40 V. opens V. opens	_ at TC; 5.5°BT	

#### IGNITION

					DISTRIBU	UTOR				IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
ACADIAN and BEAUMONT 283 V8. 327 V8. 194 IL.6. 230 IL.6. 250 II.6. 396 V8. 307 V8. 350 V8.	67-68 67 67-69 67-69 66-69 68-69 2 All '6 15-17 8@15 327 w	DR DR DR DR DR 8 and '69 w - 25 Hg. -16, 350 w/	4'68 Dist. 14 AT 8@11.25- w/MT 0 deg.	12.75. 9'67	8@16.5-17.5 w/275 hp., 16 @11.25-12.75	5. 5 '68 4/16-2550 5. 12 '69	14/16-2000 12/14@2050°,4 13-15@1900 14-16@16002 13-15@14003 14-18@25005 13-15@2150 15-17.25, SAI -69 Dist, 325 350 w/; spark 10°, vacuum; b, Dist, 255 bp, w/AT	5.7@8.2. 10 '68	350 w/MT 17-19 -'69 w/AT· w/N	0@2500; Hg	g. '68-'69 3	325 w/MT
230, 250 L6. 307 V8. 350 V8. 250 L6. 307 V8. 350 V8 (245 hp). 350 V8 (270 hp).	70 70 70 71 71 71 71 1 '70, w	DR DR DR DR DR DR DR MT 230 L 0.3@16.5-	31-34 29-31 29-31 31-34 29-31 29-31 6; 250, 15-17@ 17.8. 4'70	19-23 — 19-23 19-23 19-23 19-23 2)2100; w/AT 2	.016 .016 .016 .016 .016 .016 .016 .016	C CC CC CC CC CC O0, 250 13- 2 bbl. w/l	17-19@2300 <sup>1</sup> 13-15@2150 <sup>3</sup> 13-17@2350 <sup>5</sup> 11-13@2050 9-11@2100 <sup>5</sup> 13-15@2150 <sup>8</sup> 10-12@2100 <sup>9</sup> 2 '70, MT; w/AT 15-17@2: AT, 11-13@2150.	11.5@15-17.25 8@11.2-12.73 13@16-17.56 16.5-18@10.5 16.5-17.8@10.3 16.5-17.8@10.3 15-16@8.0 w/MT; w/AT 4°. 200; 4 bbl. w/MT 1 9 w/AT, 8-12@21	.035 .035 3 '70, w/MT; 3-17@2350, w/	AT 12-14@		153624 18436572 18436572 153624 18436572 18436572 1843657 2150,
AMERICAN MOTORS 199, 232 IL.6. 199, 232 IL.6. 290 V8. 343, 390 V8. 199, 232. 304 2V. 360 2V. 4V. 390 4V. 258, 232 L6. 304 V8. 401, 360 V8.	67 67–69 67–69 70 70 70 71 71 1 232 A 12 Add w/MT 17 70, c	P DR DR/P DR/P DR <sup>17</sup> DR <sup>18</sup> DR <sup>21</sup> DR DR DR DR dt DR utomatic, 5 3 deg. for pi	38 33 30 31–34 29–31 29–31 31–34 29–31 29–31 29–31 29–31 29–31 5 '68 Dist.	17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 17-21 at 30. \$ 36(	.020 .016 .016 .017 .016 .016 .016 .016 .016 .016 .016 .016	C C C C C C C C C C C C C C C C C C C	12.5-14.5@200 13-15@2000 <sup>3</sup> .5@2000, 11 232 1	2-14@2000; Ignition ist. 13-15@2200, c. 12-14@2200, vac	9 .035 9 .035 on 199 w/AT & Hg. 12@19.5; 3	90 Dist. 14 <sup>18</sup> '70, dual	VD VD VD VD VD VD VD VD T 5 deg.± -16@2200.	
Al—Autolite. ATC—After t Hit.—Hitachi. Hg—Mercur			Before top cen Mar—Mare				er clockwise. DR- ite. Pul.—Pulley.					

# One name covers them all

There isn't a single mass production car in the free world for which Champion doesn't make a spark plug.

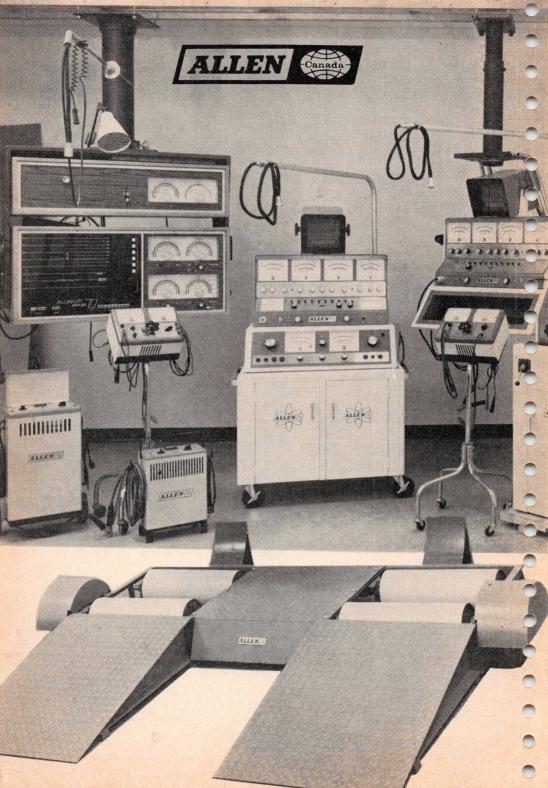
GM or MG, Champion engineers a spark plug as carefully and precisely as the car manufacturer engineers his engine.



You can choose Champion with the absolute confidence you will be giving your customers top performance, top mileage and maximum dependability.

Why settle for less than the very best?







					DISTRIBU	TOR				IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
AUSTIN Mini 850 Mini Cooper . Mini Cooper S 1100, 1300 A60	67–69 67–69 67–71 67–68 67–71 67 67	Luc. Luc. Luc. Luc. Luc. Luc. Luc. Luc.	57-63 57-63 57-63 57-63 32-38 57-63 32-38 57-63 32-38 57-63 32-38 57-63	18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 18-24 5 static, 8 strob	.015 .015 .015 .015 .015 .015 .015 .015	CC CC CC CC CC CC CC CC CC CC	17@1700 20@3300 15@3500 17@2750 12@1500 15@2700 12@2500 9@2750 17@3200 7 '68, 1100 w/AT	10@13	.025 .025 .025 .025 .025 .025 .025 .025	56 7 4 36,7 8 8 16 8 15	Fly. Fly. Fly. Fly. Pul. Pul. Pul. Pul. Pul. Pul. Pul.	1342 1342 1342 1342 1342 1342 153624 1342 153624 1342
1600, 1800 1800 T1	67 67–68	Bosch Bosch	34-39 30-35	14-17 14-18	.016-20	CC	34-39@3500 30-35@3000	13@8 6.5@6	.028	3 3	Pul. Pul.	1342 1342
BUICK Special (225 V6) 300 V8 340 V8 400. 430 V8 250 L6 350 V8 LoComp 350 V8 HiComp 455 V8 455 V8 (except automatic) 455 V8 (automatic)	67 67 68–70 68–69 70 71 71 71 71 71 71 71 70, se	rv. replaceme	nt factory as 2300; 45000	series and all 4	0, 350 V8; 455	C C C C C C C C C C C C C C C C C C C	12/14-2100 15/17-2300 13/15-2300 14-16@2350 15-17@2050 13-15@2300 <sup>2</sup> 15-17@2300 13-15@2300 <sup>3</sup> 9-11@2050 8-10@2300 <sup>8</sup> 10-12@2300 850; 400, 430, 15-17 02300; 455 V8 stage 10. 62 bb l.w/A	9@15 9@15 9@15 9@15 9@18 6-8@15-17.25 6-8@14.5-15.75 6-8@14.5-15.75 23@16 14-18@16 16-20@16 @2300: 69, 15-17@ 1 10-12@2300, spa 7, 10; 45000 series a	rk 10°.			
CADILLAC All	68-70	DR DR DR 0, 12-14@200	30 30 30 30 00. 2'69,	19-23 19-23 19-23 12.25@13; '70,	.016 .016 .016 .13–15.8@12,	C C C 3 '70, 7	12-16@2000 12-14@21251 11-13@2000	13@18.5 13@11.3-12.6 <sup>2</sup> 12.6@13.0	. 035 . 035 . 035	5 5* 8	VD VD VD	18726543 15634278 18726543
CHECKER 230 6 Cyl. Engine 283, 327 V8 Engine. 307 V8. 327, 350 <sup>6</sup> . 250 6 Cyl. All 6 cyl. All V8.	67 68 68–70 69–70 71 71 71	27 w/MT, 32	@4300, w/A	T, 28@4300; 35	50, 26@4700:	Hg. 327, 20	30-3200³ 30-4000⁴ 28@4300 30@41007 32@42005-11 11-13@2050 11-13@2150 23@16. ⁴ '67 327, @17, 350 24@15, g 24@17.5. ¹² '70	ap .035: spark 327.	.033-38 .033-38 .033-387 .035 .035 .035 .035 .04200. 5 w/M w/MT 2 ATC,	4 8 2 47 TDC <sup>9</sup> 4 6 IT; w/AT, w/AT 2 B	VD CP TD TD <sup>12</sup> VD VD VD VD 28@4200.	153624 18436572 18436572 18436572 153624 153624 18436572 6 Not '68.

CHEVR OLET Corvair Turbo Air 95 hp Corvair Super Turbo Air 110 hp Corvair Turbo Air 95 hp Corvair Turbo Air 110, 140 hp	67 68-69 68-69	DR DR DR	31-34 19-23 31-34 19-23 31-34 19-23 31-34 19-23 100, timing 14 deg	.016 .016 .01918 .01918 .01918	CC CC C C C T, 9-11@2400	13/15-2100 <sup>5</sup> 9/11-2400 13-15@2100 <sup>5</sup> 12-14@2200 <sup>15</sup> ; 140 hp. 15-17@15	12@13.5-14.3 12@14.5-15.5 12@14.5@15.5 12@14.5-15.5 <sup>16</sup> 500. <sup>16</sup> 140 hp. 11@	.035 .030 .033–38 .028–33 13.8–14. <sup>17</sup> 11	68 14 6 417 0 hp. w/AT	CP CP Pul. VD 12 deg.	145236 145236 145236 145236 18 '69, .016.
Chevy II 327 V8 (250, 300, 350 hp.) Chevy II 194 IL6	67 67 68	DR DR DR DR	28–32 19–23 31–34 19–23 31–34 19–23 31–34 19–23 28–32 19–23 SIZE CHEVROL	.016 .016 .016 .016 .016 .016 ET SPECIFICAT	C C C C C C TIONS.	12/14@2050 13-15@1900 13-15@1400 17-19@23006 13-15@21507	7.5@15.5 10@14.2-14.5 10@14.2-14.5 11.5@15-17.25 8@11.2-12.78	.035 .035 .035 .035 .035	8 4 4 0 <sup>5</sup> ,6 2, <sup>9</sup> 0 <sup>5</sup>	VD VD VD VD	18436572 153624 153624 153624 18436572
283 V8. Chevelle 327 V8, (250, 275, 300 350 hp.) Chevelle 396 V8. Chevelle 230 IL6. Chevelle 250 IL6. Chevelle 283 V8.	67 67 67–68 67–68 67	W/AT 4 deg.  DR  DR  DR  DR  DR  DR  DR  DR	6 230; 250, 13–1 28–32 19–23 28–32 19–23 28–32 19–23 31–34 19–23 31–34 19–23 28–32 19–23	5@2100, Timing 4 .016 .016 .016 .016 .016 .016 .016 FICATIONS.	C C C C C C C	27, 14–16@2050; 35 14/16@2000 12/14@2050 <sup>6</sup> 14–18@2500 <sup>9</sup> 14–16@1600 <sup>8</sup> 13–15@1400 13–15@2100	0 15-17@2500. 8@15-15.75 7.5-15.56 6.4@11.3-12.59 10@14.2@14.5 10@14.2-14.5 8@15-15.75	* 307; 327 & 3 .035 .035 .035 .035 .035 .035	50, 8@16.5 4 86 4 47 4 4	Pul. VD VD VD VD VD VD VD	9 307. 18436572 18436572 18436572 153624 153624 18436572
307, 327, 275 hp. V8, 250 L6	68 69-71	DR SEE FULL	28-32 19-23	.016 ET SPECIFICAT	C TIONS. ; w/MT, 0 de	13–15@2100 eg. 8 '68, 17–19@	8@15-16 @2300. 9 '68, 15-	. 035 1 <b>7</b> @2500; 8@1	4 5–16.	VD	18436572
(full-size Chevrolet) 283 V8 (2 bbl. carb.) 327 V8 (250, 275, 300, 350 hp.) 396 V8 (325, 425 hp.16) 250 6 Cyl. 427 V8. 250 L6, 307, 327. 427 V8, 385 hp.	67 67 68 68	DR DR DR DR SEE CHEV	30 19–23 28–32 19–23 28–32 19–23 31–34 19–23 28–32 19–23 Y II & CHEVEL 28–32 19–23 550, 5.75@8.25.	.016 .016 .016 .016 .016 .016 .016 .016	C	13/15-1875 12/14@20504 14/18@2500 13-15@1400 14-18@2500	8@15-15.75 7.5-@15.54 6.4@11.3-12.5 10@14.2-14.5 6.4@11.3-12.5 8@15-16	.035 .035 .035 .035 .035	4 8 10 <sup>7</sup> 4 416	VD VD VD VD VD	18436572 18436572 18436572 153624 18436572
230, 250 L6 302, 307, 327 V8 (210, 235 hp.) 250 V8, 250, 255, 300, 350 Corvette 396 V8, 427 V8, 335 hp 427 V8, 390 hp., Corvette 390, 400 hp. 427 V8 Corvette, 430, 435 hp	69 69 69 69 69 1 230 w/N 13–15@: w/MT,	DR DR DR DR DR DR JT: w/AT 15– 2150; 327 w/M 250, 17–19@20 3–12.5. 8	31–34 19–23 28–32 19–23 28–32 19–23 28–32 19–23 28–32 19–23 17@2300; 250 w/N IT 15–17@2150, 150, 255, 13–15@2 375, 8, 0@11, 25–1	.016 .016 .016 .016 .016 .016 .017 .017 15-17@2100, v 4 307, 5-7@11, 2 2.75, 9 325, 33	C C C C C v/AT 13–15@ v5–12. 75; 327, 350; Corvette 5, 375, 427; 20	17-19@2300 <sup>1</sup> 15-17@2200 <sup>3</sup> 6 15-17@2500 <sup>9</sup> 12-14@1900 14-16@1900 <sup>13</sup> .2100. <sup>2</sup> w/MT; .10.3@16.5-17.8. s. 300, 14-16@2550	1, 350, 12–14@2500. 2100, w/AT, 16–18@	AT, 250, 255, 1 7 250, 255;	5-17@2200 300, 10.3@ 19@2500.	0; 300, 12 16.5–17.	-14@2500; 8; 350, w/AT;
230, 250 L6	15 435; 436 70 70 70 70 70 70 70 70 70 70	DR D	31-34 19-23 29-31 — 29-31 — 29-31 — 29-31 — 29-31 — 29-31 — 29-31 — 29-31 — 29-31 — 31-34 19-23	.016 .016 .016 .016 .016 .016 .016 .016	C CC C	17–19@23001 13–15@21003 17–19@2050 14–16@25504 15–17@22006 17–19@25007 15–17@2500 12–14@20008 12–14@20009 11–13@2050	11.5@15-17.25 8@11.2-12.78 13@16-17.5 10.3@16.5-17.85 8@11.25-12.75 8@15-167 8@15-16 8@15-16 8@15-16	.035 .035 .035 .035 .035 .035 .035 .035	TDC <sup>2</sup> 23 TDC <sup>2</sup> 45 46 TDC <sup>2</sup> 4 28 69 4	VD VD VD VD VD VD VD VD VD VD VD VD VD V	153624 18436572 18436572 18436572 18436572 18436572 18436572 18436572 18436572 153624

Camaro 327 V8 (275 hp.). 67 DR 28–32 19–23 .016 C 12–14@2050 8@15–16 .035 6 VD 18436572 Camaro 350 V8. 67 DR 28–32 19–23 .016 C 12–14@2350 8@16,5–17.5 .035 4 VD 18436572							DISTRIB	UTOR				IGNI	TION TI	MING
307 V8. 71 DR 29-31 19-23 .016 CC 9-11@210011 16.5-17.8@10.3 .035 811 VD 18436572 350 V8 (270 hp.) 71 DR 29-31 19-23 .016 CC 13-15@215012 16.5-17.8@10.3 .035 212 VD 18436572 350 V8 (270 hp.) 71 DR 29-31 19-23 .016 CC 10-12@210018 15-16@8.0 .035 415 VD 18436572 350 V8 (330 hp.) 400 V8 71 DR 29-31 19-23 .016 CC 11-13@250014 15-16@8.0 .035 814 VD 18436572 402 V8 71 DR 29-31 19-23 .016 CC 11-13@250014 15-16@8.0 .035 814 VD 18436572 454 V8 (365 hp.) 71 DR 29-31 19-23 .016 CC 11-16@2200 16.5-17.8@10.3 .035 8 VD 18436572 454 V8 (425 hp.) 71 DR 29-31 19-23 .016 CC 10-12@1950 16.5-17.8@10.3 .035 8 VD 18436572 454 V8 (325 hp.) 71 DR 29-31 19-23 .016 CC 10-12@1950 16.5-17.8@10.3 .035 8 VD 18436572 454 V8 (325 hp.) 71 DR 29-31 19-23 .016 CC 13-15@250015 11.3-12.5@6.4 .035 1215 VD 18436572 454 V8 (325 hp.) 71 DR 31-34 19-23 .016 CC 13-15@250015 11.3-12.5@6.4 .035 816 VD 18436572 Vega (manual trans.) 71 DR 31-34 19-23 .016 C 11-13@2000 14.5-15.5@12 .035 6 VD 1342 Vega (automatic trans.) 71 DR 31-34 19-23 .016 C 10-12@2000 14.5-15.5@12 .035 6 VD 1342 Vega (automatic trans.) 71 DR 31-34 19-23 .016 C 10-12@2000 14.5-15.5@12 .035 6 VD 1342 Vega (automatic trans.) 71 DR 31-34 19-23 .016 C 10-12@2000 14.5-15.5@12 .035 6 VD 1342 Vega (automatic trans.) 71 DR 31-34 19-23 .016 C 10-12@2000 14.5-15.5@12 .035 6 VD 1342 Vega (automatic trans.) 71 DR 31-34 19-23 .016 C 10-12@2000 14.5-15.5@12 .035 6 VD 1342 Vega (automatic trans.) 8370 hp. 8370 hp. 14. 6 70 w/MT; w/AT 13-15@2200, 250 13-15@2100, 2 70, 350 hp. w/MT; 350 w/AT and all 375 hp., 4. 3 70, w/MT; w/AT 11-13@2150, 6 13 w/AT 8-12@2100, 8 14 w/AT 9-11@2500, 12. 15 w/MT 12-14@2500, 370 hp. 9-11@2300; vac., both 6.4@11.3-12.5; spark 350 hp. 8, 370 hp. 14. 6 70 w/MT; w/AT 13-15@2200; spark 8. 7 70 w/MT; w/AT 12-14@2500, 370 hp., 450 hp. N/A. 14 w/MT 11-13@2150, 4. 12 w/AT 11-13@2150, 6 13 w/AT 8-12@2100, 8 14 w/AT 9-11@2500, 12. 15 w/MT 12-14@2500, 8 16 w/AT 13-15@2725, 12. 12 w/AT 11-13@2150, 6 13 w/AT 8-12@2100, 8 14 w/AT 9-11@2500, 12. 15 w/AT 12-14@2500, 8 6 15 w/AT 13-15@2725	MAKE & MODEL	. У	YEAR	Make	Angle	Arm Spring Tension	Point Gap		Centrifugal: Degrees @ Distributor	Vacuum: Degrees @ Inches of	Plug	Occurs Before TDC	Loca-	
Camaro 327 V8 (210 hp.). 67 DR 31–34 19–23 .016 C 13–15@1400 10@14.2–14.5 .035 4 VD 153624 Camaro 327 V8 (210 hp.). 67 DR 28–32 19–23 .016 C 16@1975 7.5@15 .035 2 VD 18436572 Camaro 327 V8 (275 hp.). 67 DR 28–32 19–23 .016 C 12–14@2050 8@15–16 .035 6 VD 18436572 Camaro 350 V8. 67 DR 28–32 19–23 .016 C 12–14@2050 8@16.5–17.5 .035 4 VD 18436572 Camaro 396 V8. 67 DR 28–32 19–23 .016 C 12–14@2050 8@16.5–17.5 .035 4 VD 18436572 200 L6, 327, 350, 396 V8. 68 SEE CHEVY II & CHEVELLE 1968 SPECIFICATIONS.	307 V 8. 350 V 8 (250 hp.) 350 V 8 (270 hp.) 350 V 8 (330 hp.), 400 V 8. 402 V 8. 454 V 8 (365 hp.) 454 V 8 (425 hp.) 454 V 8 (425 hp.) Vega (manual trans.)		71 71 71 71 71 71 71 71 71 71 71 71 8 w/AT 12-14	DR DR DR DR DR DR DR DR 0/MT, 230; Cent. 11–1 350 hp. 8, (@1900; spa T 11–13(@2	29-31 29-31 29-31 29-31 29-31 31-34 31-34 250, 15-17@2 3@2150, vac. 370 hp. 14. rk 12. 9 '70,	19-23 19-23 19-23 19-23 19-23 19-23 19-23 19-23 190; w/AT, 230 100; w/AT, 230 100, w/MT; v 345, 390 hp.; 4	.016 .016 .016 .016 .016 .016 .016 .016	CC CC CC CC CC CC CC CC CC CC	13-15@215012 10-12@210013 11-13@250014 14-16@2200 10-12@1950 13-15@250015 15-17@250016 11-13@2000 10-12@2000 10-12@2000 2 70, 300 hp.; cent. 35 k 8. 7 70 w/MT.;	16.5-17.8@10.3 15-16@8.0 15-16@8.0 16.5-17.8@10.3 16.5-17.8@10.3 11.3-12.5@6.4 11.3-12.5@6.4 14.5-15.5@12 14.5-15.5@12 0 hp. w/MT; 350 w 0 k/AT cent. 15-17@	035 035 035 035 035 035 035 035	212 413 814 8 8 1215 816 6 618 5 hp., 4. 2300; vac., 1	VD VD VD VD VD VD VD VD VD VD vD vD vD vD vD vD vD vD vD vD vD vD vD	18436572 18436572 18436572 18436572 18436572 18436572 18436572 1342 1342 4TT;
With the first to the state of the following the first to	Camaro 250 IL6 Camaro 327 V8 (210 hp.). Camaro 327 V8 (275 hp.). Camaro 350 V8. Camaro 396 V8.		67 67 67 67 67 68	DR DR DR DR DR DR SEE C	31–34 28–32 28–32 28–32 28–32 HEVY II &	19-23 19-23 19-23 19-23 19-23 CHEVELLE 19	.016 .016 .016 .016 .016 .016 968 SPECIF	C C C C C ICATIONS	13-15@1400 16@1975 12-14@2050 12-14@2350 14-18@2500	10@14.2-14.5 7.5@15 8@15-16 8@16.5-17.5	.035 .035 .035 .035	4 4 2 6 4 4	VD VD VD VD	
Corvette 327 V8 (350 hp.) 11	Corvette 327 V8 (350 hp.) <sup>11</sup>	p.)	67-68 67-68 67-68	DR DR DR DR netic pulse	28-32 28-32 28-32 28-32 ignition. 12	19-23 28-32 19-23 28-32 '68, Hg. 7.5, T	.016 .016 .016 .016 :ming 4.	C C C C S '68, Dist.	14-16@25501* 14@23001* 16@2500 15@1900 14-16@2350, Hg. 86	8@718 6@1214 7.5@15.5	.035 .035 .035	10 <sup>13</sup> 4 5	VD VD	18436572 18436572 18436572 18436572
CHRYSLER  383 V8. 67-69 Pts \$1.07   17-21.518   .014-19   CC   12.5@215014.19   13.5@.13.5   .035   1215 VD   18436572   .0440 V8.   .070   .0	CHRYSLER 383 V8. 440 V8. 383 cu. in. 440 cu. in. 360 V8. 383 V8. 440 V8.		67-69 67-69 70 70 71 71 71 1 4 bbl, 3 Single	P18 P12 Own Own Own Own Own 12-14@244 25 breaker 27 30-35. 18	\$,17 \$,17 28.5-32. 28.5-32. 30-34 28.5-32. 28.5-32. 200. 2 high properties of the control	17-21 .518 17-21 .518 5 30-35 5 17-20 17-20 30-35 5 17-20 performance engeaker 37-42.	.014-19 .014-19 .017-20 .016-21 .014-19 .017-20 .016-21 gine, 8-10@22 2 AC3 BC1-2 500. 20 '70,	CC CC CC CC CC CC CC 200; 9.7–12 1-3, 12.5, 4 bbl. cent	12.5@215014.19 10.5@230016 14-16@220029 12-14@230021 14-16@2100 12-14@20001 10-12@24002 2@15.5; 2.5± 2.5. 15 '68, Own. 14 '68, . 10-12@2300; vac. (10-12@2300; vac. (10-12@230); vac. (10-12@230); vac. (10-12@230); vac. (10-12@230); vac. (10-12@230	12@16 9.3-11.8@12 <sup>20</sup> 9.7-12@15.5 8-10.5@15 8-10@15 8-10@16 <sup>2</sup> 16.5@2250. 15 '6	.035 .035 .035 .035 .035 .035 .035 .035	12.515 TDC2½ 5±2½ <sup>21</sup> 2.5±2.5 2.5±2.5 5±2.5² 0 rpm. <sup>16</sup> 12 nt. 10-12@2	VD VD VD VD VD VD 2@2450; '0	c TDC± 2½.

DS 21 & SW, DS 19A & SW, ID 19<sup>12</sup> 67–71 Duc<sup>1</sup> 55–60 15 .017<sup>10</sup> C 10.3@2500 None .030<sup>11</sup> 12 2 10 r S.E.V. 8 '67–'69, Insert ¼-in. pin into hole in bell housing, under generator or alternator. 9 ID 19, 12@2200; '68, DS 21, 10.25@2500, From '69, DS 21 11@2550; DS 20, ID 19b, 16.5@2650. 10 From '69, .016. 11 From '69, .024–.025. 12 From '69, ID 19b.

See key to abbreviations on page 76,















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					DISTRIB	UTOR		114.	10	IGNI	TION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
DATSUN Datsun 411-1300 1000 2000 Sports 1200 & Coupe 1300%, 1600 & S/Wagon 1600 Sports 240 Z Sports	68-70 67-70 70-71 68-71	Hit.1 Hit.1 Hit.1 Hit. Hit. Hit. Hit. Hit. Hit. Hit. hit.	50-55 49-55 49-55 49-55 49-55 49-55 35-41 1, .027-30.	18-23 17, 6-21, 2 17, 6-21, 2 17, 6-23 17, 6-23 17, 6-23 17, 6-21, 2 6 '68 only.	18-22 .0018-22 .0018-22 .018-22 .018-22 .018-22 .018-22	CC CC CC CC CC	11-15@2400 13-1250 8.5-1900 11.5@2400 12.5@2400 10@1500 6@1000	15-18@13.5 10.5-11.4 10-13.0 9.5@12 9@12.2 10.5@12 5.5@9.6	.028-32 .028-32 .032-35 .031-35 .031-35 .031-35	8 8 16 5 10 16 17	Pul. Pul. Pul. Pul. Pul. Pul. Pul. Pul.	1342 1342 1342 1342 1342 1342 1342 153624
426 V8. 170 IL.6. 225 IL.6. 273 V8 (2 bbl. carb.). 273 V8 (4 bbl. carb.). 440 V8. 318 V8. 383 V8. 3840 V8.	67-69 67-69 67-69 67-69 67-69 67-69	P Own Own Own Own Own Own Own	27-326 42 40-45 30 <sup>51</sup> 28-326 28-32 <sup>55</sup> ,51 28-32 <sup>51</sup> 28-326 27-328	17-20 17-20 <sup>55</sup> 17-21.5	.014-19 .020 .017-23 .017 .014-19 .014-19 .014-19 .014-9	CC C C CC CC CC CC	7.5-9.5@140042.56 14.5@220048 12.5@220059 12.5@175014.31.,1 10@1800 10.5@230045.57 14.5@2225032.53 12.5@215038.55 15@200086.54	11.5@12 <sup>29</sup> .4 <sup>9</sup> 7.5@15 <sup>50</sup> 2 <sup>1</sup> 13.5@13.5 <sup>52</sup> 11.5@12 <sup>16</sup> 12@16 <sup>57</sup> 13.5@15 <sup>38</sup> ,5 <sup>53</sup> 13.5@13.5 <sup>39</sup> ,5 <sup>55</sup> 10@10.5 <sup>54</sup>	.035 .035 .035 .035 .035 .035 .035 .035	12.543 529,49 530 531 10 <sup>47</sup> 12.5 <sup>57</sup> 512,84,58 12.5 <sup>40,55</sup> 0@700 <sup>87</sup> ,5	VD VD VD VD VD VD VD VD VD	18436572 153624 153624 18436572 18436572 18436572 18436572 18436572 18436572
	29 '68, 1 32 '68, w/AT 12@1 44 '68-'6 47 '68 S TDC. Hg. 9 16@2	v/AT 12.5@2 7, 12.5. 37 V 4.75. 40 '68 69, w/Dual po tandard, 7.5-6 50 '69, dist	ing w/MT,	MT, TDC-650, Hg. w/MT. 7@	AT, 2.5ATC 38 '68, DI 38 '68, w/ DC@650; 2 b ndard w/MT w/AT, 5-650 015, w/AT, 76	L2, DW2 21 2 bbl. MT bbl. w/AT 5 , 16.5@250 1. 48'69, @9.5. 55	1 '68-'69, TDC@650 1.5@15.	. \$1 '68, 17.5@19 /AT 2.5@600. \$2250; w/4 bbl. MT .5-600. \$2 '68, 16 0: HP w/MT 16@2	15 Total—Dua 19@2500, AT 5@1550. 48 2300, w/AT, 12 49 '69, 7@14; g. 12@13.5. spark w/MT.	points 37–4 16.5@2500 '68–'69, TE 3@2100. timing w/M 53 '69, dist	2. \$6 v 0. \$9 '6 0C@750. 46 '68, HF I , 5 ATC 2. 18@240 5. 5 BTC.	v/MT; 8, w/4 bbl. P,I 1@15. , w/AT, 0; dist
198, 225 cu. in. 318 cu. in. 340 cu. in. 383 cu. in. 426 cu. in. 340 cu. in. 426 cu. in. 426 cu. in.	70-71 70-71 70 70 70 70 71 71 71 71 71 71 71 71 71 71 71	Own Own Own Own Own Own O/P Own Own O/P Own O/P Own	41-46 30-34 27-32 <sup>3</sup> 28.5-32.: 27-32 <sup>3</sup> 30-35 30-34 30-34 28.5-32.: 27-32 <sup>3</sup> 30-35 49-55 9; vac. @15:	17-21.5 17-20 <sup>5</sup> 17-21.5 17-20	11; 225, 5.25			5.25-7.25@101.6 8.5-10.75@15 7-10@10.5 9.3-11.8@124 6.7-9.2@13.5 9.7-12@15.5 7-10@12.57 8-10.5@15 8-10@15 6.7-9.2@13.5 8-10@16 8.5@11.7 -dual points 37-42.		2.5±2.5 TDC±2. 5±2.5 TDC±2. TDC±2. 5±2.5 5±2.5 2.5±2.5 2.5±2.5 2.5±2.5 2.5±2.5 0.10-12@23'8 4 bbl, 12-1	5 VD VD 5 VD 5 VD VD VD VD VD VD VD VD VD VD 40: 9.7–12.	
FIAT 850 Sedan, Convertible, Coupe 1 1500 Sedan, Convertible	67–71 67–68	Mar Mar Mar	— — — — — — — — — — — — — — — — — — —	19.4 19.4 19.4±1.8	.018 .018 .017–9	C C C	28@1100° 20@3500 20@3500	6 12 —	.0246 .028 .027	10 12 10	Pul. Pul. Pul.	1342 1342 1342

	70-71 Duc <sup>8</sup> 71 Mar	- 19 60 19.4 55 19.4 55 19.4 only. <sup>2</sup> 850 convertibutes.	.016 .0184 .0145–69 .0145–69 le, Coupe, Racer.	C C C C 3 124, 1	24 30@3600 38@3600 31@3600 24S, Mar. 4 124S;		.020-2 .020-24 .020-24 .020-24 .6 Sedan, 2	10 TDC <sup>4</sup> TDC 5 25@1200, v	Pul. Pul Pul. Pul.	1342 1342 1342 1342
FORD Falcon 170, 200 IL6. Falcon 289 V8 (Std.). Falcon 289 V8 (Auto.). Falcon 289 V8 (Auto.). Falcon 289 V8 4V (Std.). Falcon 289 V8 4V (Auto.). Falcon 302 V8.	67-68 Ford 67 Ford 67 Ford 68 Ford 69-70 SEE 6	37-42 17-21 26-31 17-21 26-31 17-21 26-31 17-21 26-31 17-21 26-31 17-21 26-31 17-21 COMMON ENGINE SF 6 Vacuum advance on		C CC CC CC CC CC BELOW.	6 12-13.5@2000 10.5-12@2000 12-13.75@2000 8.5-10@2000 12-13.75@2000 <sup>1</sup> 200 cu.i n. w/MT, 10		.032-6 .032-6 .032-6 .032-6 .032-6	61 6 6 6 6 6	VD VD VD VD VD VD	153624 15426378 15426378 15426378 15426378 15426378
	67 Ford 67 Ford 67 Ford 67-68 Ford 67-68 Ford 67 Ford		ly, 16 68, 017. W/MT; W/AT, 9 .025 .020 .020 .017 .017 .017 .020			10.25-11.5@3.9 8-11@20 9.5-12.5@20 2 9-12@20 9.5-12@20	.032-6 .032-6 .032-6 .032-6 .032-6 .032-6 .032-6 .032-8	6 6 6 10 10 10 8	VD VD VD VD VD VD	153624 15426378 15426378 15426378 15426378 15426378 15426378
Fairlane, Torino 200 6 Cyl, 302 V8 Fairlane, Torino 427 V8 (Auto.)	68 SEE 1	FALCON 1968 SPECIF 26-31 17-21		СС	13-14.5@2000	8-11@20	.032-6	6	VD	15426378
Mustang 200 6 Cyl.  Mustang 289 V8 (Std.).  Mustang 289 V8 (Auto.).  Mustang 289 V8 4V (Std.).  Mustang 289 V8 4V (Auto.).  Mustang 289 V8 4V (Auto.).  Mustang 289 V8 4V HP.  Mustang 390 V8 4V HP.  Mustang 302 390, 427 V8s	67-68 Ford 67-68 Ford 67 Ford 67 Ford 67 Ford 67 Ford 67 Ford 67 Ford	35-388 17-21 26-31 17-21 26-31 17-21 26-31 17-21 26-31 17-21 30-33 27-30 26-31 17-21 FALCON & FAIRLAN	.024-26 .017 .017 .017 .017 .020	C CC CC CC CC	2 12-13.75@2000 10.5-12@2000 12-13.75@2000 8.5-10@2000 8.25-9.75@200 8.25-9.77@2000 CATIONS.	9.5-12.5@20 9.5-12.5@20 8-11@20	032–36 .032–6 .032–6 .032–6 .032–6 .028–32 .032–6	66 6 6 6 12 10	VD VD VD VD VD VD VD	153624 15426378 15426378 15426378 15426378 15426378 15426378
240 IL6 (Std.). 240 IL6 (Auto.) 289 V8 (Std.). 289 V8 (Auto.). 390 V8 (2V). 390 V8 (4V). 427 V8.	67-68 Ford 67-68 Ford 67 Ford 67 Ford 67 Ford 67 Ford 67 Ford 67 Ford	37-42 17-21 37-42 17-21 26-31 17-21 26-31 17-21 26-31 17-21 26-31 17-21 22-24 22-24	.025 .025 .017 .017 .017 .017 .020 .017	C CC CC CC CC CC CC SPECIFIC	9-10.5@1550 <sup>25</sup> 8.75-10@2000 <sup>25</sup> 12-13.75@2000 10.5-12@2000 8.3-9.75@2000 11.5-13@2000 11.5-13@2000 8.8-10.25@200 CATIONS.	8-11@20 9.5-12@20 <sup>23</sup> 9-12@20 9.5-12@20	.032-6 .032-6 .032-6 .032-6 .032-6 .032-6 .032-6 .028-32 .032-36 <sup>24</sup>	6 10 6 6 10 10 8 10	VD VD VD VD VD VD VD VD	153624 153624 15426378 15426378 15426378 15426378 15426378 15426378
428 V8. 302, 390, 427 V8s  170 6 Cyl. 200 6 Cyl. 240 6 Cyl. 250 6 Cyl. 302 V8 2V. 351 V8 2V. 4V. 390 V8 2V, 4V. 428 V8, 4V Cobra Jet. 429 V8 2V, 4V.	. 69-71 Ford . 69-71 Ford . 69-71 Ford . 69-70 Ford . 69-70 Ford . 69-70 Ford . 69-70 Ford . 69-70 Ford	10.5@2000. 24 Police 35-40 17-2 35-40 17-2 35-40 17-2 35-40 17-2 26-31 17-2 26-31 17-2 26-31 17-2 26-31 17-2 26-31 17-2 26-31 17-2	Pkg., .028-32.  .027 .027 .027 .027 .025 .017 .017 .017 .017	25 '68 Vacu C C C C C C C C C C C C C C C C C C C		5-6@2019 5-6@2020 0 5-6@2022 5-6@2021 111 5-6@20 5-6@20 5-6@20 21/2-31/2@20	68, 8.75-10.2 .032036 <sup>8</sup> .032036 <sup>8</sup> .032036 <sup>8</sup> .032036 <sup>8</sup> .032036 <sup>8</sup> .032036 <sup>8</sup> .032036 <sup>8</sup> .032036 <sup>8</sup>	6	28 '68, 9 VD VD VD VD VD VD VD VD VD	5-12.5@20. 153624 153624 153624 153624 15426378 15426378 15426378 15426378

					DISTRIBU	JTOR		N MILLS		IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
FORD continued 460 V8, 4V. 302 V8 4V, Boss. 428 V8 All. 429 V8 4V Super & Cobra Jet, Boss. 302 V8 2V. 302 V8 4V, Boss. 351 V8, 2V, 4V. 390 V8, 2V. 400 V8, 2V. 429 V8, 2V, 4V. 429 V8, CJ, SCJ. 460 V8, 4V. Pinto 1600. Pinto 2000.	70 70 70 71 71 71 71 71 71 71 71 71 71 71 71 71	34@2000 w/a /MT & all '71 M/T 14@232 4@2775.	uto. trans. 1, 14@2050, 25, w/AT 14	70 only w/AT @3150. 12 & Super Cohr	02000 w/auto 19@2650. 70, w/MT 14	. trans.; '70 8 '70, .035 @ 2375; w/A ng. 30-34, d	AT 14@2275. 13'	w/AT 14@2375.	6 1034-1334@: 10 '70, 11@200 '0. 15 '70, Pol	2000 w/auto	o. trans. 2600. & Ram Jet	15426378 15426378 15426378 15426378 15426378 15426378 15426378 15426378 15426378 15426378 15426378 15426378 1243 1243 1243 1243 1243 1243 1243 1243
	67 67 67 68–70 71 71	Luc.8 Luc.8 Ford Ford Auto Bosch 315, 023-28	57-63 60 38-40 39-42 <sup>7</sup> 38-40 37-41	18-24 18-24 17-21 17-21 17-21 17-21 1315, 6 deg.	.014-16 .014-16 .025 .025 .025 .025 .025 .025	CC CC CC CC CC	14/15-1600 13.5/15.5-2800 12.5-14.5@2000 13-15@2700° 15.2@2500 12.5@2800 9 GT, 10; '70, 8.	9/11-22 9/11-22 9-11@15-20 5.5-8.5@176 5-8@10 2.0-4.0@7 6 '69 GT, 8-10@2	.028-33 <sup>2</sup> .023-28 .020-24 <sup>4</sup> .023 <sup>6</sup> .025 .025 .025 .2600; '70, GT 8-	10 <sup>3</sup> 6 6 <sup>5</sup> 6 <sup>5</sup> 6 6 10.25; vac.	Pul. Pul. Pul. Pul. Pul. Pul. Pul. Pul.	1243 1243 1243 1243 1243 1243 1342 gap . 025.
HILLMAN Super Minx IV	67	Luc.	57-63	18-24	.015	СС	32-36@3500	12-16@15	.025	6-10	Pul.	1342
	67 Hitach	Hit. <sup>1</sup> i; Nippon Der	48 nso, 17.5–24.	19.3-26.31 5. 2 @800	.012-16 rpm.	С	21-24@3000	4-2	.028	12	Pul.	1243
	69 70-71	Own Own Own -12@2400.	28-32 30-35 28.5-32.5 28-10@16.	17-21.5 17-20 17-20 7 '68, 12.5	.014-19 .014-19 16-21 6@2450; Timi	CC CC CC ng 7.5-600.	10.5@2300 <sup>7</sup> 13@2250 12-14@2300 <sup>1</sup>	12@16 12@16 9.7-12@15.5 <sup>2</sup>	.035 .035 .035	12.5 <sup>7</sup> 7.5-600 5±2½	VD VD VD	18436572 18436572 18436572
Bellett	67 68-69	Hit. Hit.	48-53 49-55	18-23 18-20	.018-22 .018-20	CC	13@1900 12@2100	9@9.84 9@14	.028-31 .027	12-14 14	Pul. Pul.	1342 1342

See key to abbreviations on page 76.

# SUN TEST EQUIPMENT "THE NAME PROFESSIONALS DEMAND"

#### **SUN EET 1120**



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The 1120 fits into all types of automotive service facilities, Its extra-large meters and scope give the 1120 a solid look of authority that delivers that extra measure of customer appeal.

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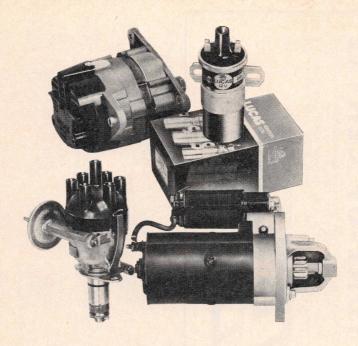
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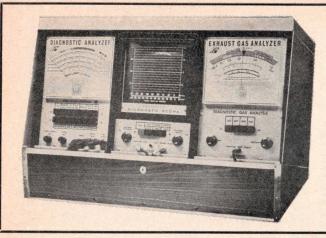
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					DISTRIB	UTOR				IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
JAGUAR												
3.2 XKE, 420 G, 420	67-71 67-68 8 420, 8	Luc. Lucas	34±3 35±2 7-19@3200. I	18-24 18-24 Hg. 8-10@20.	.014-16 .014-6	CC CC rear of eng	8.5-10.5@2300 <sup>11</sup> 9@3400 <sup>9</sup>	7-9@20 6-8@259 E type, 2+2, 16-	.025 .025	10 <sup>8</sup> 7	VD VD	15362410 15362410
CAISER-JEEP		. 00, 1	. 17@3200,1	1g. 0 10@20.	140. 1 40	rear or en	gine. Troin 07,	L type, 2   2, 10	10@2000, 42071	J, 0.5 10.5	. w 1000.	
-63, 4-75 Engines	. 67-71	AL	37-43	17-20	.020	CC	22-17003	6-143	.030	5	Pul.	1342
3-327	. 67	P	28-32	17-21	.016	CC	17-19@1900	11@15.5	.035	5	VD	18436572
-232 Hi-Torque 6	. 67-71	Delco Delco	31-34 29-31	17-21 19-23	.016-21	C	28@4400	22@16.5	.033-37	5	VD VD	153624 165432
Dauntless V8	. 68-71	Delco	30	19-23	.015-19	C	12-14@2100 26-30@4600	8-14.5@15.75 14-18@16	.030	0	VD	18436572
Turning Vo.					-75 eng ) Ot	hers. 11-17	00 (no vac, adv.).	14-10@10	.000		VD.	10450572
AND ROVER		,			7, 5,							
eries II 21/4 litre	. 67-68	Lucas	57-63	18-24	.014-16	CC	19/21-2250	11/13-25	.029-32	62	Fly.	1342
2.6 IL6		Lucas	35	18-24	.014-15	C	7-9@2000	11@13	.029-32	3	Fly.	153624
21/4 litre		Lucas um fuel; reg	57-63	08-24	.016	CC	19-21@2250	11-13@25	. 029	3 ATC	Pul	1342
INCOLN-CONTINENTAL	1 remi	din ruei, reg	ular, J.									
62 V8	67-68	Ford	26-31	17-21	.017	CC	6.25-7.75@2000	9.5-12.5@20	.032-6	10	VD	15426378
60 V8, Mk III	. 68	Ford	26-31	17-21	.016-8	CC	18-23@4000	19-24@24	.032-6	10	CD	15426378
<b>经验证证证证证证证证证证</b>	69-71	SEE FO	ORD SPECIF	ICATIONS.								

MAZDA												
1500	69	Mit1	52±3	16-25	.016-20	CC	11-13@2250	11.5-14.5@3304	.031	122	Pul	1342
1800	69_70	Mit1	52±3	16-25	.016-20	C	8-10@1750	6-9@3004	.031	82	Pul	1342
	69-70	Mit1	52±3	16-25	.016-20	Č	13-15@2250	7-10@2604	.031	132	Pul	1342
R100 Coupe		Mit <sup>1</sup>	52±3	16-25	.016-20	CC	4-6@1000	9.5-12.5@4003,4	.031	TDC3	Pul	
616	71	Mit1	49-55	18-23	. 020	C	10-12@2000	6.5-8.5@18.3	.031	8	Pul	1342
1200	71	Mit1	52±3	16-25	.016-20	C	13-15@2250	7.5-10.5@14.8	.031	135	Pul	1342
1800	71	Mit1	52+3	16-25	.016-20	C	8-10@1750	6.5-8.5@14.8	.031	86	Pul	1342
R100	71	Mit1	52+3	16-25	.016-20	CC	9-11@15007	9.5-12.5@15.87	.031	TDC7	Pul	
	Mitsubis			m; w/emission				g distributor; trailing				landing
						ers of mercury						
		or @ 700, tra	iling distribu	tor 3@700.	<sup>2</sup> millimete	ers of mercury	Retard, 5 A	TC. 6 Retard, 10	AIC.	railing distr	ibutor, 9-1	1@2000;
	6-9@15	8; 10 ATC.										
MERCEDES-BENZ												
220/8	69	Bosch	48-52	_	-	C	_	_	. 24	375	VD	1342
230, 250, 280, 300/8	69	Bosch	37-41			C			.24	375	VD	153624
300 6.3, 600	69		24 20						24	266		15486372
1967-70 specifications not available from				5 At 4,500 rt	nm 6 A+	3 000 rpm wi	ithout vacuum.					
1707 To specifications not available from	III IVICIOCO	ics-Deliz of Ca	illada Ltd.	At 1,500 1	pin. At	2,000 ipin wi	thout vacuum.					
MERCURY					005							
Comet 200 IL6	67	Ford	37-42	17-21	.025	C		10.25-11.5@3.9	.032-6	65	VD	153624
Comet 289 V8 (Std.)	67	Ford	26-31	17-21	.017	CC	12-13.75@2000	8-11@20	.032-6	6	VD	15426378
Comet 289 V8 (Auto.)	67	Ford	26-31	17-21	.017	CC	10.5-12@2000	9.5-12.5@20	.032-6	6	VD	15426378
Comet 390 V8 (Std.)	67	Ford	26-31	17-21	.017	CC	8.25-9.75@2000		.032-6	10	VD	15426378
Comet 390 V8 (Auto.)		Ford	26-31	17-21	.017	CC	9-10.5@2000	9-12@20	. 032-6	10	VD	15426378

See key to abbreviations on page 76.



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		1000			DISTRIBU	JTOR				IGN	TION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
MERCURY continued												
Comet 390 V8 4V HP	67	Ford Ford trans., 12 de	26–31 22–24 g. <sup>6</sup> Vacu	17-21 22-24 um advance on	.017 .020	CC	9.8-11.25@200 11.5-13@2000	E	. 032–6 . 032–6	10 8	VD VD	15426378 15426378
Cougar 289 V8 (Std.) Cougar 289 V8 (Auto.) Cougar 289 V8 V4 (Std.) Cougar 289 V8 V4 (Auto.) Cougar 390 V8 V4 V HP Meteor 240 IL6 (Std.	67 67 67 67	Ford Ford Ford Ford Ford	26-31 26-31 26-31 26-31 26-31 37-42	17-21 17-21 17-21 17-21 17-21	.017 .017 .017 .017 .017	CC CC CC CC CC	12-13.75@2000 10.5-12@2000 12-13.75@2000 8.5-10@2000 8.25-9.75@2000 9-10@1550	8-11@20 9.5-12.5@20 9.5-12.5@20 8-11@20 	.032-6 .032-6 .032-6 .032-6 .032-6	6 6 6 10	VD VD VD VD VD	15426378 15426378 15426378 15426378 15426378 153624
Meteor 240 ILLo (Std., Meteor 240 ILLo (Std., Meteor 289 V8 (Std.), Meteor 289 V8 (Auto.), Meteor 390 V8 (Std.), Meteor 390 V8 (Auto.), Meteor 428 V8.	67 67 67 67	Ford Ford Ford Ford Ford Ford	37-42 37-42 26-31 26-31 26-31 26-31	17-21 17-21 17-21 17-21 17-21 17-21	.025 .017 .017 .017 .017	C CC CC CC CC	8.75-10@2000 12-13.75@2000 10.5-12@2000 8.25-9.75@2000 9-10.5@2000 8.8-10.25@2000	9-12@20 8-11@20 9.5-12.5@20 9-12@20 9-12@20	.032-6 .032-6 .032-6 .032-6 .032-6 .032-6	10 6 6 10 10	VD VD VD VD VD VD	153624 15426378 15426378 15426378 15426378 15426378
full-size Mercury 428 V8 (4V) 390 V8 (Std.) 390 V8 (Auto.) 410 V8 (Std.) 410 V8 (Auto.) All models	67 67 67	Ford Ford Ford Ford Ford REFER	26-31 26-31 26-31 26-31 26-31 TO FORD S	17-21 17-21 17-21 17-21 17-21 PECIFICATI	.017 .017 .017 .017 .017 .017 ONS.	CC CC CC CC	8.75-10.25@200 8.25-9.75@2000 9-10.5@2000 8.5-10@2000 8.5-10@2000		.032-36 .032-6 .032-6 .032-6 .032-6	10 10 10 10 10	VD VD VD VD VD	15426378 15426378 15426378 15426378 15426378
MG MGB & GTMidget, Mk III <sup>3</sup>	67-71	Luc.	57-63 57-63 ; Dist. 28@6	18-24 18-24 000; Timing, 7	.015 .015 deg. static, st	CC CC robe 21 deg	10@1100 9@2750 <sup>3</sup> @1000.	20@13	.025	14 8 <sup>3</sup>	Pul. Pul.	1342 1342
NSU All	67	Bosch <sup>1</sup> heel ignition-	205	21-26	.012-16 Static timing.	_	17/19-5000 <sup>3</sup> shaft speed.		.028	TDC <sup>2</sup>	Fan	12
OLDSMOBILE F-85, Jetstar 88 (330 V8) 400 V8, 425 V8 w/2 bbl. carb F-85 (250 L-6) 425 V8 w/4 bbl. carb. (HC) 350, 400, 455, V8\$	67 67–69 67	DR	30 30 32 30 30	19-23 19-23 19-23 19-23 19-23	.016 .016 .016 .016 .016	CC CC CC CC15	14/16-2000 <sup>10</sup> 10-12@2000 13-15@1400 <sup>19</sup> 8-10@2100 <sup>13</sup> 16,21	9@15.5-19.5 9.5@15-16.6 16@14.519 9 @16 5@18.513	.030 .030 .035 .030 .030	7.5 512 414 7.5 18,20	VD VD VD VD VD	18436572 18436572 153624 18436572 18436572
	18 W/I 10-13 17 350	C engine, 13- 2; 400 w/2 bb w/2 bbl. 12@	-15@2000, va l., 11-13, w/4 18.5-20.5, w	ac. adv., 9@15 bbl. MT 10-1 4 bbl. 9@16	.5-19.5. <sup>14</sup> 12; 455 w/2 bb 5-18.5; 400 w	'68, w/AT: l., 13–15; O /2 bbl. 12@	; w/MT 0. 15 350 thers, 400 w/4 bbl. A 15–17.5, w/4 bbl. N , 400, 455 LC w/2 bb	AT, 9-11@1900; 455 AT 12@18.5-20.5.	w/4 bbl. AT 8	bbl. w/HC,	6-8@1500 5 w/2 bbl.	LC

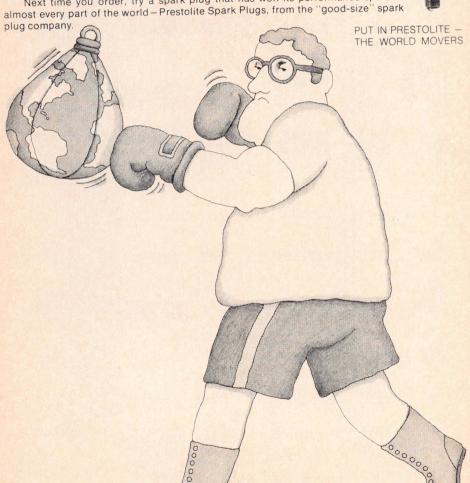
<sup>18</sup> W/LC engine, 13-15@2000, vac. adv., 9@15.3-19.5. <sup>19</sup> 86, w/A 1; w/M1 0. <sup>19</sup> 500 w/2 bbl., 14-16, w/4 bbl. AT 10-12; 455 w/2 bbl., 13-15; Others, 400 w/4 bbl. AT, 9-11@1900; 455 w/4 bbl. & 2 bbl. w/HC, 6-8@1500. <sup>19</sup> 350 w/2 bbl., 11-13, w/4 bbl. AT 10-12; 455 w/2 bbl., 13-15; Others, 400 w/4 bbl. AT, 9-11@1900; 455 w/4 bbl. & 2 bbl. AT 8@16-18; 455 w/2 bbl. LC 12@15-17.5, w/4 bbl. MT 12@18.5-20.5, w/4 bbl. AT 8@16-18; 455 w/2 bbl. LC 12@15-17.5, w/4 bbl. HC & w/2 bbl. HC & w/2 bbl. HC & w/2 bbl. T55 HC w/4 bbl. & 455 HC w/4 bbl. & 456 HC

See key to abbreviations on page 76.

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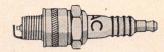


					DISTRIB	UTOR				IGN	TION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
OLDSMOBILE continued										1 1		
250 L6. 350 V8. 455 V8 exc. 310 hp. 455 V8 310 hp.	70 70 70	DR DR DR DR	31-54 30 30 30	19-23	.01é 	C CC CC	13-15@2100 <sup>1</sup> 14-16@2000 <sup>3</sup> 6-8@1500 <sup>5</sup> 13-15@2000	10.5-13@15.5 11.2-13.8@25 <sup>3</sup> 7.2-12.8@25 11.2-12.8@25	.035 .030 .030	TDC <sup>1</sup> 10 <sup>4</sup> 8 <sup>5</sup> 8	VD VD VD VD	153624 18436572 18436572 18436572
	4 '70, 3	/AT; w/MT 10 hp., 250 hp	. intermedia	te Olds.: regula	r Olds. 8: 325	hp. 14	5 '70 320 hp 365@	0, 250 hp.; 310, 32 4600 rpm., 375 hp.	5 hp. cent. 10-1 ; 365 hp. @500	2@2000, va 0 rpm., 390,	c 8 2-10	8@23
250 L6	. 71	DR DR	31-34	1500, spark 10, 19-23	w/SMT 10-	12@2000. s	park 12. 11-13@2050					
350 V8 except 4 bbl. w/AT	71	DR DR	28-32	19-23	.016	CC	16-18@2050	16.5–18@10.5 16.5–17.5@13	.035	4	VD VD	153624 18436572
455 V8 except HP & Toronado	. 71	DR	28-32 28-32	19-23 19-23	.016	CC	14-16@2000 13-15@2000	18.5-20.5@12.5 18.5-20.5@12.5		12 81	VD VD	18436572 18436572
455 V8 HP, w/AT 455 V8 HP, w/MT	71	DR DR	28-32 28-32	19-23 19-23	.016	CC	12-14@1500 10-12@2000	16-17.5@13 16-17.5@13	.040	10	VD	18436572
Toronado	71	DR bbl. MT, 10.	28-32	19–23	.016	cc	7-9@1950	18.5-20.5@12.5	.040	12 10	VD VD	18436572 18436572
OPEL		551. 1411, 10.										
GT-77	. 71	Bosch	48-52	14-19	.018	CC	28-32@3600	7-10@5.6-6.4	.030	马兰哥	Fly.	1342
PEUGEOT												
404	. 68-69		57		.016	С	17@2000	18.5@18	.0241		Fly.	1342
204, 304	70-71	Duc Duc	55–59 <sup>3</sup> 57		.016	C	12@2650	15@9	.024	12	Fly.	1342
	<sup>1</sup> Fuel ir	jection, .020.	3 304, 5	7. 4 504, 10	. 010	C	14.5@2500		. 024	114	Pul	1342
PLYMOUTH 426 V8.	(7.00	Dto	20 000									
225 IL6	67-69	P <sup>32</sup> Own	27-32 <sup>17</sup> 42	17-21.5 17-22	.014-19	CC	7.5-9.5@1400 <sup>35</sup> ,38 12.5@2200 <sup>37</sup>	8.25-11@15 <sup>38</sup> 17.5@15 <sup>22,37</sup>	.035	12.534,40 522	VD	18436572 153624
273 V8. 318 V8.	67-68	Own Own	30 31 <sup>39</sup>	17-20 17-20	.017	C	12.5@17504,28	13.5@15	.035	520,23	VD	18436572
383 V8 (2 bbl. carb.)	67-69	Own	30	17-20	.017	CC	14.5@2250 <sup>21,24,28</sup> 12.5@2150 <sup>27,41</sup>	13.5@1525,38	.035	520,26,40 12,528,41	VD VD	18436572 18436572
383 V8 (4 bbl. carb.)	67-69	Own Own	30 30	17-20 17-20	.017	CC	9@2400 <sup>29</sup> ,42 10.5@2300 <sup>35</sup> ,44	11@15 <sup>30</sup> ,42 12@16 <sup>25</sup> ,44	.035	12.581,13	VD	18436572
For Cricket see Sunbeam	4 Autom	atic, 10@ 1750	). 17 Dou	ble breaker. 37	-42. 19 A	itomatic. '	67. 13 5@13 5 20	Auto trans 10	.035	12.536,44	VD	18436572
For Cricket see Sundeam	25 '68, D	6@15, Timing R2, 440 HP,	11.5@15.	26 '68 w/MT.	5. w/AT 2.5.	ng, w/MT	5-700, w/AT 2.5-650 w/MT 20@2200, w/A	T 16 5@2250	/AT 12.5@235 28 w/MT 0-65	0, DR2, 200 0 w/AT 7 5	@ 2350. =600	9 '68 w/MT
	19@25 w/MT	00, w/AT, 16 , 16@2300, w	.5@2500. /AT 13@21	50 68, 12(a) 14	15. 31 68.	w/MT. 0-	650, w/AT, 5-650. T, 0-650, w/AT, 5-65	32 '68, Own.	33 '68, 16@ 1550	34 '68. (	)-750.	35 '68
	38 '69, di	st. 318, 18@2	400, 426, 15	@1550; Hg. 9.	5(@15. 39)	69, 30-35.	40 '69, 318, 426 TE	OC. 41 '69, w/N	13@2000; Hg. 4T, dist., 22@2	350. spark.	TDC. w/A	7@9.5. T dist
	44 '69, st	00, spark 7.5; d. dist., 13@2	Hg. 12@13 250, Hg., 12	.5. 42 '69, w	/MT diet 18	@ 2500 w	AT 16@2500; Hg. 10 2500, spark, TDC, w	@ 15 0 43 '60			C	
198 <sup>2</sup> , 225 cu. in	///	Own Own	41-46 30-34	17-22	.017-23	C	12-14@2000	5.25-7.75@15	.035	$TDC \pm 2$ .		153624
383 cu, in	70	Own	28.5-32.5	17-20 17-20	.014-17	CC		8.25–10.75@15 9.3–11_8@12 <sup>1</sup>	.035	TDC± 2. TDC+ 2.		18436572 18436572
Control of the state of the sta	70-									100 ± 2.	,,,,	13130312

See key to abbreviations on page 76.

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# **Acniter:**

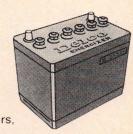


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					DISTRIB	UTOR				IGN	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
PLYMOUTH continued							100					
426 cu. in	70 FOR 1	Own Own 971, SEE D bbl.; 4 bbl.	ODGE SPECI	17-21.5 5 17-20 IFICATIONS 2300, vac. 9.7-	.016-23 .016-23	CC CC 2 '70, 198,	14–16@1600 12–14@2300 Valiant & Barracuda	6.7–9.2@13.5 9.7–12@15.5	.035	TDC± 2 5± 2.5	.5 VD VD	18436572 18436572
PONTIAC 400 V8 (2 bbl., CR 8.6) 400 V8 (2 bbl., CR 8.6) 400 V8 (CR 10.5) 428 V8 400, 428 All models.	67 67 68-69 6 Trans 14 400 (	istorized igr CR8.6), 42 400 w/MT,	8 (CR10.5 & 1	0.75 w/M1) 1 9-11@2300; 40	0(a)15.17:400	CC CC CC CC CC C15 (2275; 400 (CR 10 5)	9-11@2300 13-15@2200 9-11@2300 15@2200 <sup>6</sup> 13 46 (CR10.5), 428 (CR 428 (CR10.5 & 10.7 5; 428, 10-12@2300.	10@13-14 10@15-17 10@17-19 10@17 14,17 10.75), 9-11@2300	8.8. 15 '69	. CC.		18436572 18436572 18436572 18436572 18436572
Tempest, Firebird 230, 250 <sup>14</sup> OHC 6 Tempest, Firebird 326 V8 350 2 bbl., 4 bbl. 400 V8. Tempest & Firebird 400 V8 See U.S. Pontiac	68 69 4 4 bbl. 18 4 bbl Hg. 7 8–10	DR DR DR carb., 21@ . carb., 10@ .5@9.2-10	15–17. 14 '( 2, Timing, 4 b 50, w/MT @25	19-23 19-23 19-23 bl. carb., 7.5@ 58; Dist. w/l bbl.; W/l bbl., 00. 16'69.	bl., 13-15@22 0. 15 2 bbl. 250. cam 33: d	200, w/4 bb ., 11–13@2 list, w/1 bb	18@1900 <sup>4</sup> ,1 <sup>4</sup> ,1 <sup>5</sup> 13–15@2300 <sup>8</sup> 18 9–11@23001 <sup>9</sup> 1–13@2400. 1., 12–14@2500; 400, w/4 bbl. AT, 8–1, 13–15@2200, w/4 300. 20 4 bbl. w/4	bbl 11 5-13 5@3	.035 .035 .035 .035 .035	, CC. 18 '6	VD Pul. VD VD 2@2300, 35	153624 18436572 18436572 18436572 60 4 bbl., bl., w/AT,
283 V 8. 327 V 8. 250 cu. in. 6 Cyl 396 V 8. 427 V 8 w/4 bbl. carb 350 V 8. 225 hp. 400 V 8 75-76000 Series 455 V 8 75-76000 Series.	67 67–68 67–70 67–69 67–69 69–70 70 10 W/s <sub>1</sub> 14 '68, 2 18 '69, d 21 '69, d 25 '70, v	DR DR DR DR DR DR DR DR DR 100 hp., 17– list, w/MT, list, 335, 15-	28-32 28-32 31-34 28-32 28-32 28-32 9-31 9-31 3-15@2200,va 19@1975; 275 15-17@2100, v	19-23 19-23 19-23 19-23 19-23 19-23 	.016 .016 .016 .016 .016 .016 .016 .timing, 8. 50. 15 '68 2	C C C C C C C C CC II '68, 13	13/15@2100 12/14@205014 13-15@140011.18 14-18@250016.20 14-18@250010.21 13-15@215024 15-17@220025 12-14@2000	8@15-16 8@15-1615 10@14.2-14.512, 6.4@11.3-12.512 6.4@11.3-12.522 13@16-17.5 8@11.25-12.75 8@15-16	.035 .035 .035 .035 .035 .035 .035 .035	4 816 419 419 410 419 425 6	VD VD VD VD VD VD VD VD VD VD VD VD VD	18436572 18436572 153624 18436572 18436572 18436572 18436572 18436572 18436572
Pontiac, Grand Prix, Firebird, Tem 265 6 Cyl 350, 400 V8 400 V8 Ram Air III. IV 455 V8	70 70 70 70 1 '70, w	am Air III;	31-34 28-32 28-32 28-32 13-15@2100 IV, 13-15@30	50; spark 15.		. w/AT & 1	MT: 455 V8 HO 4 bl	11.5@15-17 10-13@14.75 <sup>3</sup> 10@15-17 10@15-17 0, 400 V8 2 bbl. w, bl. 370 hp. w/AT,	.035 .035 .035 .035 /MT; w/AT & 10–12@2300.	TDC <sup>1</sup> 9 94 9 4 400 V8 w/4	VD VD VD VD bbl. 10@1	153624 18436572 18436572 18436572 5-17.
250 6 cyl. 307 V8, w/AT 307 V8, w/MT	. 71	DR DR DR	32.5 29-31 29-31	19–23 19–23 19–23	.016 .016 .016	C CC CC	11-13@2050 9-11@2100 11-13@2150	11.5@15-17 16.5-17.8@10.3 16.5-17.8@10.3	.035 .035 .035	4 8 4	VD VD VD	153624 18436572 18436572

350 V8, (245 hp) w/MT. 350 V8 (245 hp), w/AT. 400 V8 (4 bbl.), 350 V8 (250 hp). 400 V8, 2 bbl 455 V8 (except HP). 455 V8 (High-Performance).	71 71 71 71	DR DR DR DR DR DR DR	29-31 29-31 30 30 30 30	19-23 19-23 19-23 19-23 28-32 28-32	.016 .016 .016 .016 .016 .016	CC CC CC CC CC	13–15@2150 11–13@2050 10–12@2300 13–15@2300 11–12@2300 12–14@2250	16.5–17.8@10.3 16.5–17.8@10.3 13–14.75@10 13–14.75@10 15–17@10 13–14.75@10	.035 .035 .035 .035 .035	2 6 12 12 12 12	VD VD VD VD VD VD	18436572 18436572 18436572 18436572 18436572 18436572
PORSCHE 356A-B-C, 912. 911. 9115. 911T. 911L, 911S, 911E.	67	Bosch Bosch Mar. Bosch 000 rpm.	47-53 60-65 60-65 37-43 35-41 4'69, 16.	14-18 14-18 14-18 23-26 18-2	.016-204 .011-13 .011-13 .016 .012	CCCCC	14-16@1600 32-33@6000 	E	.028 .014 .014 .024 .024	3 TDC <sup>2</sup> TDC <sup>2</sup> 35@6000 30@6000	Pul. Pul. Pul. Pul. Pul.	1432 162435 162435 162435 162435
	67-71 69-71 70-71 1 Notch 1 7 '69-'71.	SEV <sup>5</sup> Duc. Duc. Duc ½ in. before R4, 12@15. , 16TA; TS	7; R8, R10,	16-21 16-21 16-21 16-21 \$ 10-30@15.8 6@16.5.	.018 .018 .018 .018 .018 psi. 4 R-8	C C C C S, R-10, 13.5- ic. 9'69-	12-1850 <sup>4,6</sup> 21@2250 <sup>9</sup> 15@2250 — -1275; vac, 10-13. 71, dist., 18@2600	04.7 5.9 — 9. 5 Or Ducellier. 9; Hg., 7@13.2.	. 024 .025 .025 .024 . 6 '69-'71, 0±2			1342 1342 1342 1342 0, 16@2300.
ROVER 3 litre 2000, 2000 TC 3500S	70-71	Luc. Luc. Luc 11@1500.	35 57-63 26-28 2'69-'71,	18-24 18-24 016, gap, .025,	.014-16 .014-16 <sup>2</sup> .014-16 timing, 4 AT	C CC C.	7/9-2000 13-15@2200 <sup>1</sup> 8@4800	11-13	.029-32 .029-32 <sup>2</sup> .025	3 42 8ATC	Fly. Fly. Pul.	153624 1342 18436572
SIMCA 1000. 1118, 1204 <sup>3</sup> . 1204.	. 69–70	Duc. Duc. Duc t., 35@4250,	55-57 55-57 Hg., 7@12,	17-21 	.018-21 .011-3 .018502 <sup>2</sup> ATC.	CC C S Not '70.	14-16@20001 19.5@2500 30-34@21004 4 w/MT; w/A	7@14 6-10@14.2 <sup>4</sup> AT, 26-30@2400, 10-	.024 .024 .024 .14@13.38,41	12 <sup>1</sup> 4 <sup>2</sup> TDC <sup>4</sup> 3TC@850 r	Pul. Fly. Fly. pm.	1342 1342 1342
SKODA 1000 MB, 1100 MB	67-71	PAL	55	10	.016-19	С	22@1800	6.5	.025	8	Pul.	1342
SUNBEAM Imp Mk. I, II Minx Deluxe Sedan Tiger 260. 1725, S/Wagon Rapier V, Alpine V. Arrow. Alpine GT Arrow <sup>8</sup> , Alpine <sup>8</sup> Cricket.	67 67 67 67 67–69 . 69 . 70	Luc. Luc. Ford Luc. Luc. Luc. Luc. Luc Luc Luc Cuc Cuc, Cuc, Cuc, Cow, Alpine Cow,	27-33 27-33 26-28.5 57-63 57-63 57-63 57-63 60-63 I at rear.	18-24 18-24 17-20 18-24 18-24 18-24 18-24 18-24 18-24 Crankshaft rpm cent, 10.5-14.5	.015 .015 .015 .015 .015 .015 .015 .015	CC CC CC CC CC CC CC CC CC CC CC CC	12-15@3000 16-18@3000 9.25-11@2000 16-18@1750 16-18@3000 24-28@3500 15-19° 15-17@3000 0, vac. adv., 8-120 0. * Adjustmen	14-18@18 <sup>5</sup> 5.5-7.5@14 9.5-12.5@20 12-16@15 <sup>3</sup> 14-18@15 <sup>3</sup> ,4 12-16@15 <sup>6</sup> 10-12@11 12-16@15 <sup>7</sup> 5-7@25 @11. <sup>5</sup> Mk. 1, 14-18 tts; Service Manual n	.025 .025 .032-36 .025 .025 .025 .025 .025 .025 .025 .025	71 9-11 6 6-10 10-141 14-181 6-10 18 7 7, Cam angle	Pul. Pul. Pul. Pul. VD Pul. Pul. 77 Pul. 27–330 H th emission	1342 1342 15426378 1342 1342 1342 1342 1342 1342 1342 1342
<b>THUNDER BIRD</b> 390 V8. 428 V8. 390, 429-4V, V8s.		Ford Ford Ford REFER	26–31 26–31 26–28.5 TO FORD S	17-21 17-21 17-21 SPECIFICATIO	.017 .017 .014–6 ONS.	CC CC CC 10 390; 429,	8.75-10@2000 8.8-10.25@200 17-20@4000 <sup>10</sup> 18-23@4000.	9.5-12@20 0 — 19-25@18 <sup>11</sup> 11 390; 429, 19-24@2	.032-6 .032-6 .032-6	10 10 —	VD VD VD	15426378 15426378 15426378

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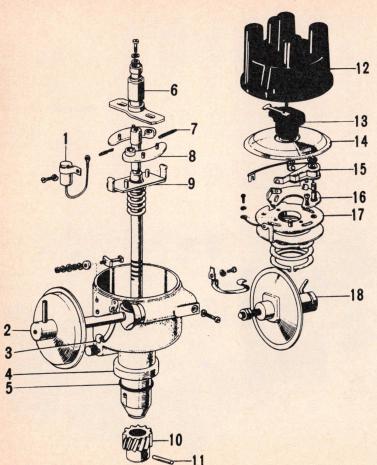
Combination Steam/Pressure Cleaners

Cleaning Systems

			500		DISTRIB	UTOR				IGN	ITION T	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firin Orde
ОУОТА										A 12 1 1		
rown, Deluxe, Custom. 00, 700 Deluxe. and Cruiser FJ40, FJ45, FJ55. corona RT43. rown. oronla RT62, 72. corolla 1600. elica rown.	67 67–71 67–71 68–70 67–71 71	Hit. Hit. Hit. Denso Denso Denso Denso Denso Denso	50-54 96-100 41 52 38-44 50-54 50-54 50-54 52 41	14-19 14-19 14-19 14-19 18-24 18-24 14-19 18-24 14-19	.018 .016-20 .018 .018 .016-20 .016-20 .016-20 .018	000 0000000	14@2500 11-13@1600 13.8-15.8@2000 15-17@2200 10@2200 15@3000 14@2300 20@2300 14@2000	11-13@13.4 10@12 9.5@11 8@12.6 9@6 7@12.5 8@13.4	.031 .032 .036 .031 .028 .027-31 .028-32 .029	12 8 7 8 <sup>1</sup> 10 <sup>1</sup> 8 <sup>1</sup> 10 <sup>1</sup> 5@650 10 0@550	Pul. Pul. Pul. VD Pul. VD Pul. VD Pul. Pul. Pul. Pul.	1243 12 153624 1243 153624 1342 1342 1342 1342 156324
RIUMPH		i, with exha	ust emission,	Corona K 145, C	rown, 5°@0	00; Corona	Mk II, Corolla, TDC	@650 rpm.				
erald 1200, 12/50 00. vifire 4, Mk. II R4, TR4A iumph 1300	67–68 67–68	Luc Luc, DR Luc, Luc,	60 — 57–63 Specificat	18-24 18-24 18-24 18-24 tions not availab	.014-16 .015 .015 .015	CC C CC CC and-Triumi	10-2500 22/26-2500 13@5000 9-11@1200 oh Motors Canada Lto	18/22-20	.025 .025 .025 .025	15 8 13 4	Pul. Pul. Pul. Pul.	1342 153624 1342 1342 1342

See key to abbreviations on page 76

(Advertisement)



# Toyota distributor components.

- 1. Condenser
- 2. Vacuum retarder
- 3. Cap spring
- 4. Distributor housing
- 5. "O" ring
- 6. Distributor cam
- 7. Governor spring
- 8. Governor weight
- 9. Governor shaft & plate
- 10. Spiral gear
- 11. Pin
- 12. Distributor cap
- 13. Rotor
- 14. Dust proof cover
- 15. Breaker point
- 16. Breaker plate
- 17. Stationary plate
- 18. Vacuum advancer



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					DISTRIB	UTOR				IGNI	ITION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
RIUMPH continued												
umph GT6 itfire Mk. III	69-71	DR DR O, GT B/Spr	18-20 40-42 ing, 18-24, d	17-21 <sup>2</sup> 22-26 ist., 11@3000;	.015 .015 GT+, 17-21	CC CC 9.5@2500	9.5@2500 <sup>2</sup> 16@2100 3 '69-'70 GT (		.025 .025	13 <sup>3</sup> 900, 2 ATC.	Pul. Pul.	153624 1342
ILANT and BARRACUDA	67-69	Own	42	17-20	.020	С	14.5@220022	11.5@124,19,22	.035	520	VD	15362
V8 (2 bbl, carb.)	67	Own Own	42 30	17-20 17-20	.020	C	12.5@2200 <sup>28</sup> 12.5@1750 <sup>17</sup>	7.5@15 <sup>23</sup> 13.5@13.5	.035	2.521	VD	15362
V8 (4 bbl. carb.)	67	Own	3018	17-20	.017	C	10@1800	11.5@12	.035	56 10	VD VD	18436 18436
, 318, 340, 383, 2 bbl., 4 bbl , 225, 318, 383, 426, 440	. 68-69	Own REFER	TO DODGI	17-20 E & PLYMOU	.017 TH SPECIFI	CC ICATIONS.	7–9@2400	8.25-11@15	.035	12.5	VD	18436
cu. in	70	Own	30-34	OUTH SPECIF	.014-19	С	8-10@900	7-10@10.5	.035	5± 2.5	VD	18436
	4 Auton	atic, 8.5@1	0. 6 W/Au	E SPECIFICAT to. trans., 10.	17 Automatic	10@1750	18 Dual points of	ombined-set dwell.	19 '68 16@10	5 20 '68	/AT 2 5	. '40 7

See key to abbreviations on page 75.



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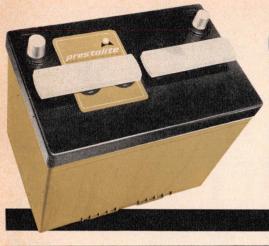
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					DISTRIBI	UTOR		123		IGNI	TION TI	MING
MAKE & MODEL	YEAR	Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rota- tion	Max. Advance Centrifugal: Degrees @ Distributor RPM	Max. Advance Vacuum: Degrees @ Inches of Mercury	Spark Plug Gap	Spark Occurs Before TDC @ Idle	Mark Loca- tion	Firing Order
VAUXHALL Victor, Envoy. Viva, Epic Victor, Envoy, Viva, Epic Viva, Epic 70.7, 97.5 Firenza	67–69 68–70 70 71 ACD— Hg., 6	DR ACD AC-Delco. 5.5-7.5@14.	35-37 35-37 35-37 35-37 35-37 1'68, 9. 5. 3'69, 6'retard pipe di	.5-7.5@14.5.	4 '69, w/9	7.5 & 120	14-16.5@2000 14-16.5@2000 2.9 14-16@2000 28@1600 W/120.5 cu. in., 10-1. 1.5 cu. in. 5'69 w/ 97.5, 10@7, spark 9/	AT, w/MT, 0.				
VOLKSWAGEN 1200, 1300,4 1500, 1600. VWI, 1200, 1600 Sedan, Karman G VWI 1600s, VW3 1600. VWI 1600. VW3 1600 VW 411.	67-69 hia 70 70 71 71 71 1 1300, 6 Distri	Bosch Bosch Bosch Bosch Bosch	54-58 <sup>1</sup> 44-50 44-50 44-50 44-50 1600, 47-53.	14-18 14-18 14-18 14-18 14-18 14-18 3 1300, 160 7 '70, VW3 Sec	.016 .016 .016 .016 .016-20 .00, 7.5°; '69, 0	C C C C C C VW3 full	— 13–15@1300 <sup>6,7</sup> 25@1900 30@1400 27@1750 bt '69. 5 '70, 1200; A/T cent. 13–15@14 ck-shift, 2-5@6, 7.	7.5@11 11-14@2.6 <sup>5,6</sup> 4-6@7.9 <sup>6,7</sup> 9-12@9.4 <sup>10</sup> 8-12@7.9 11-14@7.9 1600 Sedan & Kar	.028 .028 .028 .028 .028 .028 .028 mann Ghia, 16-	10 <sup>8</sup> 7.5 <sup>5</sup> TDC 5ATC TDC <sup>9</sup> 27@3500	Pul. Pul Pul. Pul. Pul. Pul. 9 Pul. ork TDC.	1432 1432 1432 1432 1432 1432
VOLVO All All (W/Emission Control) 164 142, 144, 145 P1800E	67 68-69 69-71 70-71 70-71	Bosch Bosch Bosch Bosch Bosch 30, 140, 1800	60 60 40 60 60 60 . 2'69, V	14-18 18-22 18-22 18-22 18-22 ac. hose discon	.016-20 .016-20 .010-14 .016-20 .016-20 nected w/Zeni	CC CC CC CC CC	26@23-2500 29±2@1550 12±1@1850 <sup>4</sup> 12-14@2400 <sup>4</sup> 12.5±1@1500 perg Vacuum Retard; vance. 4 "70-"71, 1	w/SU 3-5 BDC.	.028 .028 .028 .028 .028 .028 3 Also w/vac.	19@1500 5@800 <sup>2</sup> 10@700 10@700 <sup>5</sup> 10@750 <sup>5</sup> uum retard f e disconnect	Pul. Pul. Pul Pul or emission	1342 1342 153624 1342 1342 n control;

See key to abbreviations on page 76.

### STARTING AND CHARGING SYSTEMS

		В	BATTERY	1			STARTING	MOTOR			GEN	ERATO	R or AL	TERN	IATOR	REC	GULATO	DR
MAKE & MODEL	YEAR	Volt-	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No Lo	ad Test	Loc		Make	Brush Spring Tension	C	old Out	-	Cutout Closing Voltage @ Gen.	Setting Volt-	g Range*
			Rate				Amps. Vo	ts RPM	Amps.	Volts		(oz.)	Amps.	Volts	RPM	RPM RPM	age	(max.)
ACADIAN and BEAUMONT 327 V8, L50 V8 396 V8 194, 230, 250, IL6, 283, 307 V8 350 V8.	67–68 67–69 67–70 69–70	12 12	61-20 61-20 45-20 61-20	2222	DR DR DR DR	ORC ORC ORC ORC	65-100 10 70-99 <sup>16</sup> 10 49-87 <sup>12</sup> 10 55-83 <sup>15</sup> 9	6 :8-12000	3558	3.5 3.0 4.2	DR DR DR DR	1111	25-35 <sup>9</sup> 25-35 <sup>9</sup> 25-35 <sup>9</sup> 23-35	14 14 14 14	2-5000 2-5000 2-5000 2-5000	1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2	13.8 <sup>2</sup> 13.8 <sup>2</sup> 13.8 <sup>6</sup> 13.8 <sup>6</sup>	Ξ



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	2 '67, 13	30, 250,	307 V8, 53-		ORC 7 To 10,70 -80.	50-80 9 65-95 9 0. 8'68- '69-'70, 9. AC, 33-58.		0 — 9 Fro	— E om '68, 28		28-40 25-35 <sup>1</sup> 8-'69, 41 w/AT,	0-480.	2–5000 2–5000 11 '68, 3		13.86 13.86 69, 54–80@	 668-9400.
AMERICAN MOTORS 199, 232 IL6. { 290, 304, 360, 390, 343 V8. } All 6 cyl. All V8	71	12 12 12 12	50-20 <sup>12</sup> 50-20 <sup>12</sup> 50-20 <sup>6</sup> 50-20 <sup>12</sup> 50-20 <sup>6</sup> 3000 rpm.		ORC d 18 d ORC d 18	65 1	0.6 62-9400 2 9500 2 9250 2 9250	405 290 200 600 600 99, 232,	4.3 A 3.4 N 3.4 N	AL/M 35 AL/M 35 AL/M 40 M 35 M 40 Gioning 60–20	35 35 35 35 40 70–20 o	15 15 15 15 35 optional.	3500 3500 3500 3500 15 13 Integ	gral positive	15 15 15 13.8–14. 13.8–14.	2 101
AUSTIN Austin-Healey Sprite, Sprite Mk II II Mini (All), 1100 A60 Cambridge A110 1800 Austin-Healey 3000 Mini II 1300 II	67 67 67 67 67-70 67-68 71	12 12 12 12 12 12 12 12 12	40-20 40-20 <sup>9</sup> 72-20 72-20 65-20 72-20 60-20 55-20 65-20	P Lu P Lu P Lu P Lu N Lu N Lu P Lu	In.	45 1 45 1 45 1 45 1 45 1 45 1 45 1 45 1	2 1 2 1 2 1 2 1 2 74-8500 2 74-8500 2 1	440 440 440 440 450 450 440 440 465	7.6 L 7.6 L 7.6 L 7.8 L 7.2 L 7.2 L 7.6 L 7.6 L	22–25 auc 22–25 auc 22–25 auc 36–44 auc. 36–44 auc. 36–44 auc. 4–5 auc. 4–5	19 <sup>1</sup> 22 22 22 35 22 35 43 34 43	13.5 13.5 13.5 13.5 13.5 14.3 34 14.3	2025 2025 2025 2400 2050 2400 3000 14.2 3000	13-1125 13-1125 13-1125 13-1540 13-1250 13-1540 6000	16.3 16.36 16.3 15.1 14.8 15.1 13.9 14.2 13.9 9 '67, Mi	2 2 3 35 22 35 —

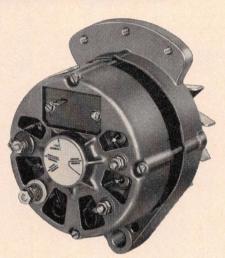
	BATTERY			STARTING MOTOR								GENERATOR or ALTERNATOR					REGULATOR		
MAKE & MODEL	YEAR	Volt- age	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No Load Test			Locked Armature		Make	Brush Spring	Cold Output		Cutout Closing Voltage	Setting Range*		
							Amps.	Volts	RPM	Amps	Volts		Tension	Amps.	Volts	@ RPM	@ Gen. RPM	Volt-	Current (max.)
BMW 1600, 1800		6 6 nator.	77 66 2 ± 35.	N N	Bos. Bos.	ORC ORC	40-55 40-55		6-7000 6-7000			Bos. Bos. <sup>1</sup>	16-21 —	33.5 50	6 7	2450 27-3100	6.2@1700 6@900	6.2-7 6.7-7.2	65 7-8
BUICK 225 V6. 300 V8. 340 V8. 400, 430 V8. 250 L6. 350 V8. 455 V8. 250 L6. 350 V8.	. 67 . 67 . 67–68 . 68–70 . 68–69 . 70 . 71 . 71	DR DR 12 12 12 12 12 12 12 12	45-20 61-20 61-20 70-20 44-20 61-20 61-20 70-20 45-20 61-20 70-20 9, 55-85.	N N N N N N N N N N N N N N N N N N N	DR DR DR DR DR DR DR DR DR DR DR DR DR 3.0; 1.5	ORC ORC ORC ORC ORC ORC ORC ORC ORC ORC	55-85 48-74 50-80 55-80 45-80 3 '69, N	10.6 10.6 10.6 10.6 10.6 <sup>2</sup> 9 9	38-6200 62-10700 36-5100° 31-4900 41-6300 55-10500 35-6500 40-6500	330 330 <sup>20</sup> 358 330 <sup>3</sup> N/A N/A N/A N/A N/A O, altern	3.5 3.5 3.5 <sup>20</sup> 4.2 3.5 <sup>3</sup> N/A N/A N/A N/A N/A	DR DR 32–50; 33	35 35 35 	33–58 <sup>4</sup> , <sup>2</sup> 33–58 <sup>4</sup> , <sup>2</sup> 3–40.	14 14 14 14 14 14 14 2 14 2 14 2 14 5 To 1	2-5000 2-5000 2-5000 2-5000 2-5000 2-5000 2-5000 4.4.	1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2	13.5 <sup>5</sup>	
All	. 71	12 series, 2	74-20 74-20 8-40 or 35- 6 '68, 1.5-2	N N -59 w/A	DR DR AC; 693		65-95	9	7800 <sup>3</sup> 7-10500 w/AC; 697	485 N/A 700, 72	N/A	DR DR 275 S	_	1	14 14 r con., 3	2-5000	1.5-3.2 <sup>10</sup> 1.5-3.2 3 To 12,00	13.59 13.59 0	Ξ
CHECKER 230, 250° 6 Cyl., 2834 V8. 327, 3071 V8. 327, 350 V8. 250, 350.	. 67-68 . 69 . 70-71 1'68 on	12 12 12 12	50 50 50 50 307, 62–10 6200–1070	700; 29	DR DR DR DR 0-425; W/AT	4.2.	65-100 49-878 50-809 Not for	10.6 10.6 9 '68.	62-9400 <sup>5</sup> 36-5100 <sup>2</sup> 62-10700 55-10500 <sup>9</sup> 5 283, 36	330 <sup>2</sup> 330 -5100;	3.5 <sup>2</sup> 4.2 250, 29		_ 2	n '69.		2-5000	1.5-3.2 1.5-3.2 1.5-3.2		= = = = = = = = = = = = = = = = = = = =
CHEVROLET Corvair, All	. 67-69 9 6750-	12 10500.	44-20 <sup>18</sup> 11 To 14			ORC			9 3 '69, 45–2		4.0	DR	_ 2	25-3512	14	2-5000	1.5/3.2	13.811	-
327 V8 (incl. Corvette), 409 V8 396 V8 (325, 425 hp.), 427 V8 <sup>18</sup> 250 IL6, 283 V8 250 L6, 307, 327, 396, 427 V8	67	12 12 12 SFF C	61-20 61-20 45-20 CHEVY II	NNN	DR DR DR	ORC ORC ORC	65-100 70-99 49-87	10.6 10.6 10.6	36-5100 78-12000 6200 <sup>19</sup>	330	3.5 3 4.2	DR DR DR	- 2	25-35 <sup>20</sup> 25-35 25-35 <sup>20</sup>	14 14 14		1.5/3.2 1.5-3.2 1.5-3.2	13.5 <sup>12</sup> 13.8 <sup>12</sup> 13.8 <sup>17</sup>	=
230, 250 L6. 302, 307, 327, 350, 396, 427 V8. 307, 350, 400, 402, 454 V8. Vega.	. 69-71 . 69 . 70-71 . 71 1 W/HI	12 12 12 12 12 D clutch	45-20 61-20 61-20 <sup>8</sup> 45-20 , 55-75@30 @55-10,50	N N N 0-4000.	DR DR DR DR 2 T	ORC ORC ORC o 14.8. v, 350, 3	53-691.6 53-693 65-957 50-75 3 350,	9 9 9 9 55–85( 5–80@)	64-8600 <sup>1</sup> , 62-10700 <sup>2</sup> 75-10500 <sup>2</sup> 65-10000 @31-4900 <sup>2</sup> 35-6000 40	3 — 7 — 396, 4		5-95@7	- 2 - 2 9400. 5-10.500.	5-35 5-354 25-35 <sup>21</sup> 31 4 Corve 8 30	7 V8 or	2-5000 2-5000 5000 -40.	1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2 0; HD batte	13.5 <sup>2</sup> 13.8 <sup>2</sup> 13.8 <sup>2</sup> 13.5 <sup>12</sup> ry, 76–20.	= = :

\*At air temp 70-80 deg. F. AL—Autolite. BA—Benada. Ben—Bendix. Bos—Bosch. DR—Delco Remy. Duc—Ducellier. F—Fulmen. H—Hitachi. In.—Inertia. Luc—Lucas. Mar—Marelli. Mit—Mitsubishi. M—Motorola. N/A—Not applicable. ORC—Overrunning clutch. PR—Paris-Rhone. P—Prestolite. SI—Self-indexing.

# MOTOROLA

# 62-AMP ALTERNATOR

For many passenger, commercial, service and emergency vehicles.



This small-frame, big output Motorola alternator is designed for many vehicles that have extra-accessory 12-volt electrical requirements, stop and go service demands and long periods of engine idle time. Quality and precision built, but rugged, this unit features cut-in at low engine idle and produces approximately 40 amps at 1200 engine RPM, depending on temperature and pulley ratio. Easy to maintain, like all Motorola alternators.

Ask about Model 8AL2024L

AUTO ELECTRIC SERVICE COMPANY, LTD., Toronto, Winnipeg, Vancouver, Montreal AUTO MARINE ELECTRIC, LTD., Vancouver CADEL, LTD., St. Laurent, Montreal, Quebec FORT IGNITION, LTD., Winnipeg LOVESETH LIMITED. Edmonton



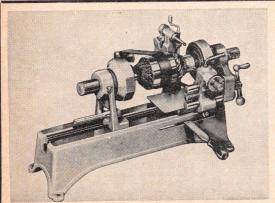
The Manual Control of the Control of		BATTERY			STARTING MOTOR								GENERATOR or ALTERNATOR					REGULATOR		
MAKE & MODEL	YEAR	Volt- age	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No Load Test		Test	Locked Armature		Make	Brush Spring	Cold Output		out	Cutout Closing Voltage	Setting Range*		
							Amps.	Volts	RPM	Amps.	Volts		Tension (oz.)	Amps.	Volts	RPM	@ Gen. RPM	Volt- age	Current (max.)	
CHEVROLET continued																				
Camaro 230, 250 IL6	. 67		45-20 61-20 CHEVY II R TO CI				65-10 PECIFIC	CATIO	36-5100 NS.	355 330	4.2 3.5	DR DR		25-35 <sup>2</sup> 25-35 <sup>2</sup>	14 14 1-58		1.5-3.2 1.5-3.2	13.8 <sup>3</sup> 13.8 <sup>3</sup>		
Chevy II, 327 V8	67 67 68	12 12 12 12	61-20 45-20 45-20 61-20 R TO CI	7777	DR DR DR DR	ORC ORC ORC ORC	65-99 49-87 49-87 65-100	10.6 10.6 10.6 10.6	36-5100 62-10700 36-5100	330 355 358	3.5 4.2 4.2 3.5	DR DR DR DR	=	25-358 25-358 28-40 88-40	14 14 14 14	2-5000 2-5000 2-5000	1.5-3.2 1.5-3.2 1.5-3.2 1.5-3.2	13.84 13.84 13.84 13.84		
Chevelle 327 V8 Chevelle 396 V8 Chevelle 230, 250 IL6; 283 V8 230, 250 L6, 327. 396 V8 (& Chev. 427)	67 67 68	12	61-20 61-20 45-20 HEVY II	N	PECIF	ORC	70-99 49-87 IS. 70-99	10.6	8 78-12000	445 355 435		DR DR DR		25–35 <sup>7</sup> 25–35 <sup>7</sup> 25–35 <sup>7</sup> 28–40	14 14 14	2-5000 2-5000 2-5000	1.5/3.2 1.5/3.2 1.5-3.2			
CHRYSLER All (except 360 V8)	71	12 12 I series o	70-20 <sup>1</sup> 59-20 only, 60-20 <sup>12</sup> Redu	N N N s	Own Own '67-'68,	12 12	90 90 8@80F;	11 11 '69–'70	VE.  22506 19257 , 13,5-14,5	42513 4-500 5; '71, 13	4	6 7800- Own <sup>11</sup> Own .4.	=	34.5 34.5	15 15	1250	8. 8 620 N/A 	13.7 <sup>3</sup> 14.1± 7 to	_ .34_	
CITROEN All	. 69-71 3 Or Pa	12 ris-Rhon	55-20 55-20 e. <sup>5</sup> T		Duc.1		50-85 50-85 l at start From '70	ing mo	7500 7500 ment.	410		DR <sup>3</sup> Duc. <sup>13</sup> amp., 14	_ : IV @ 3,0		14 <sup>10</sup> 14 11 '68 14		14/3,500 13.4	13.5 <sup>11</sup> 14.4	42 <sup>11</sup> 48	
DATSUN 1300 & S/Wagon. 2000 Sports. 1600 Sports. 1000. 1300³, 1600 & S/Wagon. 1200 & Coupe. 2402 Sports.	67-70 67-70 68-70 68-71	12 12 12 12 12	40-20 50 50 40 60 <sup>5</sup> 50 50 '68 only.	N N N N N N N N T	H Mit. H H H H H 15.3.	Ben. ORC ORC ORC ORC ORC	60 60 60 60 60 60 60 60 8 s/wa	12 12 12 12 12 12 12 12 12 gon; 13	7000 6000 7000 7000 7000 7000 5000 00, 40.	500 420 420 480 420	9.5 6.0 6.3 6.3 6.0 6.3 6.0	Mit. H H H 8.	12.4 12.4 12.4 12.4 8-12.3	25 30 30 24.5 22 18 34	14 14 14 14 14 14 14	2500 1050 1000 2500 2500 2500 2500	N/A	14-15 13.51 13.51 13.51 14-15 14.31 14.34		
9006 313, 318 V8. 426, 440 V8. 170 IL.6 198, 225 IL.6, 273 V8 <sup>22</sup> . 383 V8. 340 V8. 360 V8. Colt	67-71 67-69 67-71 67-71 68-71 71 71 71 69, e	12 12 12 12 12 12 12 12 xcept 273		N N N N N N N N N N N N N N N N N N N	Own Own Own Own Mit '69, 380	9,7 ORC 9,24 9 9 ORC 0. 3'66	ORC.	9 Re	2162 <sup>17,25</sup> 2162 <sup>1,19,21</sup> 2950 1950 <sup>1,25</sup> 1950 <sup>1,25</sup> 1950 <sup>1,25</sup> 25 5500 225, 26; 2 duction ge y, 198, Be	350 <sup>2</sup> 425 <sup>26</sup> 425 <sup>26</sup> 420 <sup>26</sup> 4-500 500 273, 34	6 4 4 4 4 6 6 6 7. '67.	1950.	12-14 14 in. fr	69, 425.	19 42	6 V8, 78	6.6@80F; '3 From '7	00 rpm.	.34 —	

	67-68 67-69 68-71 70-71 70-71	12 12 12 12 12 12	53–20 53–20 53–20 60–20 53-20 60–20 50–20 60–20 2 '70 S/w	ZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZ	Mar. Mar. Mar. Mar. Mar. Mar. Mar.	ORC ORC ORC ORC ORC ORC ORC ORC	30 20 25 25 30 25 25 32 '69 mode	12 12 12 12 12 12 12 11.9	8500 6000 8250 5100 8500 8250 8000 5100	258 610 325 545 258 325 322 530	7.7 6.05 6.8 6.9 7.7 6.8 6.9 7	Mar. Mar. Mar. Fiat Fiat Fiat <sup>2</sup> Bosch Fiat	24 27, 16 24 — —	30 35 35 64 42 42 33 42	12 12 12 12 14 14 14 14	3750 3750 3750 950 5000 5000 4000 5000	12.6-1250 12.6-1250 12.6-1250 	14.2 14.2 14.2 14 14.2 14.2 14.2 14.2	30 35 35 30 25–35 25–35 15–20 25–35
FORD Falcon	67-68 8 To 14	12	45-20 5.1; '68, 1	N 3.5-15		Ben <sup>9</sup> 9 Pos. e	70	12 ent.	9500	460	6	Ford	-	38	15	2000	2.5-4.2	14.18	-
Fairlane 200 6 Cyl., 289 V8	67	12	45-20 55-2018 Pos. engage	NN	Ford Ford	Ben <sup>8</sup>	70 70	12 12	9500 9500 exc. 4V H	460 670 P. 38.	6	Ford AL	=	38 42 <sup>14</sup>	15 15	2000 2000	2.5-4 2.5-4	14.1 <sup>7</sup> 14.1 <sup>7</sup>	=
Mustang 200 IL6, 289 V8	67 67 4 To 15	12 12 .1.	45–20 55–20	N	Ford Ford		70 70	12	9500 9500	460 670	6	AL AL	Ξ	38 42	15 15	2000 2000	2.5-4 2.5-4	14.14 14.14	=
Falcon, Fairlane, Torino, Mustang & F 241 IL6, 289 V8. 390, 427, 428 V8. 170, 200, 240 6 Cyl., 302 V8 2V. 390, 427, 428. 250 6 Cyl. 302 4V, 351, 390, 428, 429, 460° V8. 460 V8. Pinto 1600, 2000	67 68-71 68-71 68 69-71 70-71 71 1 390; 4		45-20 70-2018 45-20 55-201 45-20 55-208 85-20 85-20 3, 70-20,	N N N N N N N N N N N N N N N N N N N	Ford Ford Auto	Ben. 5 Ben. 5 Ben. 5 Ben. 5 Ben 5 Ben 69, 460,	70 70 70 70 70 70 70 70 175 , 85- 20; 'ets & Bo	12 12 12 12 12 12 12 12	9500 9500 9500 9500 9500 9500 9500 215 429, '70-'	460 670 460 670 460 670 670 	6 6 6 6 6 6 6 8 Boss, 3	AL AL. AL. AL AL AL Auto 70-20.		42 42 38 42 38 42 <sup>4</sup> 65 38 60: '70-	15 15 15 15 15 15 15 15 15 17 17, 302	2000 2000 2000 2000 2000 2000 2000 2900 Bess, 4	2.5-4 2.5-4 2-4.2 2-4.2 2-4.2 2-4.2 6.2-7.2 15.3 (28, 429, 55, 15, 300 N	14.114 14.114 13.52 13.52 03.5 13.57 13.98 14.3±1 5 From V8, 55-20	'70, Ford.
FORD (European) Anglia, Consul (60 & 82 cu. in. eng.) Anglia, Cortina (73 cu. in. eng.) Cortina & GT. Capri 1600. Capri 2000.	67 67 67–71 71	12 12 12 12	51-20 51 57-20 55-20 55-20 <sup>5</sup>	P P N N N 2 To 1	Ford Ford Lucas Bosch	Ben Ben Ben s Ben n Ben	245 245 245 — 115 170, Luc	8.7 8.7 —	1000 1000 180 4 From '7	340 340 340 —	7.4 7.4 —	Ford Ford <sup>3</sup> Lucas	7–10 10,6–14,1	20 <sup>1</sup> 25 25 <sup>4</sup> 7.5 7.5	14.1	- - 5000 5000	12.7/13.3 12.6/13.4	15.6-16	
HILLMAN Super Minx IV, Std. & Auto	67		51-20	N		In.	45	12	,	380		Luc.	22-25	22	13.5	2250	13-1400	16.3	22
HONDA Honda S600	67	12	32-20 opon Denso	N o.	1	ORC	50	10.4	1500	400	5.4	1	9.4-11.5	15	14	1300	14.5	14	-
IMPERIAL All	67-70	12	70-20	N	Own Own	4	90	11	1950¢ 2265¢	4251 4251	4 4	Own Own	=	37 <sup>2</sup> 34.5	15 15	1250 1250	N/A N/A		N/A .3 <sup>8</sup> N/A
All	. 71		70-20			80F. 1/	in. from	regulato	r. 4 Re	duction	gear.	5 To 14	3@.70F ·	69-70	13 5-1	4 5	5 '69 2250. "	70-'71 19	925-2600
ISUZU Bellett Bellett	71 1 '70-'7		70-20 50. <sup>2</sup> '70, 32-20 45-20			Ben. ORC	39 39	regulato 12 12	7000 7000	400 350	7.6	Hit. Hit.	10.6 10.6	23 32	13.5-1 13 13.5	2500 1250	6 '69, 2250; '7 14–1800 14–1800	70-'71, 19 14 14.5	925–2600.
ISUZU Bellett	71 1 '70-'7 67 68 67-71	1, 400–45 12 12	50. <sup>2</sup> '70, 32–20	34.5. N	3 @ 8 Hit.	Ben.	39		7000	400 350 900	7.6	Hit.	10.6	23	13	2500	14-1800	14	925-2600.

		E	BATTERY				START	ING I	MOTOR			GEN	NERATO	R or AL	TERM	NATOR	REG	GULATO	OR .
MAKE & MODEL	YEAR	Volt-	Amp. Hr. @	Term	Make	Drive	N	lo Load	l Test	Loc	ked ature	Make	Brush Spring		Cold Oc	utput	Cutout Closing Voltage	Setting	Range*
		age	Rate	Grd.	IVIARC	Туре	Amps.	Volts	@ RPM	Amps.	Volts		Tension (oz.)		Volts	RPM	@ Gen. RPM	Volt- age	Current (max.)
JAGUAR continued																			
340	. 68 . 69–71 10 To 1	12	72–20 60–20 <sup>11</sup> Hot.	P N 12 To		In. ORC	45 70	12	58–6800 58–6500	440 465	7.6		36-44	25 4311	13.5	1850	13.5–1200	14.8 <sup>10</sup> 13.9 <sup>12</sup>	22-4
<b>KAISER-JEEP</b> 4-63, 4-75, 6-226			70-20	N	P5	D	50	10	5300	200		Di	10.26	20	15	1000	12 ( 1225	14.7	39
8-327	. 67-68	12	60-20	N	P	Ben. ORC	50 60	10	4200	280 405		P <sup>5</sup> M	18-36 18-36	30 35	15 12	1800 2300	13.6-1325 12.4-1325	14.7	35
6-232 Hi-Torque 6			50-20 50-20	N	PL DR	ORC ORC		10 6	4200 62-9400	405 300		M M	18-36 18-36	35 35	12	2300 2300	12.4-1325 12.4-1325	14.4	35 35
350 Dauntless V8	. 69-71	12	60-201 tor Campe	N 70	DR	ORC		10.6	36-5100	300-60			18-36	35	12	2300		14.4	35
LAND ROVER																			
All (Gas engine)			57-12 120-10	P	Luc4		45 90	12	74-8500 8-9000	450 900	7.2		22-25 22-25	22 22	13.		12.7/13.3		Ξ
2.6 IL6	. 67-68	12	60-20 57-12	PN	Luc		220	10.2	1000	430	7.8	Luc	36-44	25	13.5	5 1700	13-1100	15	22
2½ litre	1 Two 6	v. batte	ries. 2		Luc.	inion and		12 8 Se	74-8500 olenoid op	450 erated o	verunr	Luc.	25 tch. 4	22 Gas eng	ines, L		12.7-13.3 18G; diesels,		22 ID.
LINCOLN-CONTINENTAL	67-68	12	85-20	N	Ford	Ben.7	70		9500		50	AL		6010	15	2000	2.5-4	14.1	
MAZDA			R TO FO						ive engage			10 '67,	. 55.	00	17	2000	2.54		
1200			60-20	N	Mit	ORC			60002			Mit	12.5	20	14	25001	_	14-15	_
1500,3 1800			70-20 45-20 <sup>5</sup>	N	Mit Mit	ORC ORC			6000 <sup>2</sup> 3600 <sup>2</sup>			Mit Mit	12.5	32 26.5	14	2500 <sup>1</sup> 2500 <sup>1</sup>	Ξ	13.54 13.54	
616	. 71	12	60-20	N	Mit	ORC	60	11.5	6000	560		Mit	13	32	14	2500	14-1050	14	
MERCEDES-BENZ	<sup>1</sup> Or les	s. 2(	or more.	3 '69	only.	4 To 14.	5. 8	From	71, 60–20	).									
All <sup>1</sup>	. 67-68	12	66 664	N	Bosch Bosch	ORC	- 1	2	-	_		Bosch Bosch	=	35-40 55 <sup>5</sup>	14	2700	-	-	-
	1 Comp	lete 196	7-71 specif		not av	ailable fro	m Merc	edes-B	enz of Ca	nada Lto	d. ·		8 600, 88		0, 600	only 2x3	5.		
MERCURY Comet 200 6 Cyl., 289 V8	. 67	12	45-20	N	Ford	Ben.7	70	12	9500	460 6	5	Ford		38	15	2000	2.5-4	14.19	_
Comet 390, 427 V8	. 67	12	55-20 <sup>11</sup> 45-20	N	Ford Ford		70	12	9500 9500	670	6	AL	_	38 <sup>12</sup> 42	15	2000 2000	2.5-4 2.5-4	14.19	_
Cougar 390 V8.	67	12	55-20	N	Ford	Ben.	70	12	9500	670	6	AL AL	_	42	15 15	2000	2.5-4	14. 1 <sup>1</sup> 14. 1 <sup>1</sup>	=
Meteor 240 IL6, 289 V8	<sup>1</sup> To 15	12	Pos. engag	gement.	Ford	o 15.1.	11 427 70	V8, 70	9500 <sup>1</sup>		3, 42. 6			12	15	2000	254	14 111	
Meteor 390, 428 V8	. 67	12	55-2012	N	Ford	Ben	70	12	9500	670	6	AL AL	=	42 42	15 15	2000 2000	2.5-4 2.5-4	14. 111	I
Mercury	68-71	12 REFE	55-2014 R TO FO	RD SP	Ford	Ben	70	12	9500	670	6	AL	_	42	15	2000	2.5-4	14.115	-
MG	11 To 15		12 428 V8,			8 V8. 70-		15 To 1	5.1.										
MG Midget			40-20	P6	Luc	In.	45	12	5	430	7.7	Luc	22-25	22	13.5	2050	13-1125	16.3	_
MGB, MGB GT	. 67-71 5 9.500-		75–20 <sup>6</sup> From	P '69 N		In. From '69,	45	12	74-8500	450	7.2	Luc	22-25	227	137	20507	13-1250	14.8	22
OLDSMOBILE												-	0.5			0 5005			
425 V8 250 IL6		12	73-2018 44-20	N	DR DR	ORC ORC	70-105 49-87					DR DR		28-40 28-40 <sup>17</sup>	14	2-5000 2-5000	1.5-3.2 1.5-3.2	3	
													TO THE PLANT						

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330 V8 (2 bbl. carb.)	67	12	61-20	N	DR	ORC			38-6200			DR	35	28-40	14		1.5-3.2	3	_
350, 400, 455 <sup>21</sup> V8	68-69	12	61-2015	N	DR	ORC	65-1001	8 10.6	36-510018	300-6018	3.518		_	25-35	14			3	_
45523	68-69	12	75-2019	N	DR	ORC			78-120002		3.0	DR	_	28-4022		2-5000	1.5-3.2	3	3 T San 2
250 L6		12	44-20	N	DR	ORC	50-80		55-10500			DR	-	28-406	14	2-5000	1.5-3.2		
350 V8	70-71	12	61-20	N	DR	ORC	55-804		35-60004			DR		25-35 <sup>7</sup> 28-40 <sup>1</sup>		2-5000	1.5-3.2	3	
455 V8	70-71	12	73-20	N	DR	ORC	45-805		4-6500	. –		DR DR		328	2	5000	1.5-3.2	3	
	70-71		73-20	N		ORC	65-95	2 12 5	75–10500 –14. 4.	4 '701									
	Or 35-	-59, or 33	3-58 amp.	1.	V'meter	not req	ulred.	05 am	ps., 75-105	. 10 au	1y, 10w	Or 35-5	night co	'71 28-	40 or 3	5-59 or 3	2-50.	Max., or	50 or
			x I oronad	o; nig	n comp.,	14 4	80_540	15 '6	8, 400 V8,	69 400	V8 4	4-2 Vi	sta Cri	iser 70-	70.	16 To 10.7	00. 17	68-'69, 25-	
	18 250 m	ps. max.	. 400 70_1	05. 3	8_6200 .	480-540	1.30	19 455	w/2 bbl.,	73-20.	20 T	oronado	& 455	w/2 bbl	. 70-10	5: 38-620	0; 480-540		
	21 '60 or	oly cories	35_36000	36,60	0 0200,	'69 25	-35: 455	18. 28-	40. 23	69. serie	s 3800	. 39400.							
OPEL	07 01	my series	55 50000,	50 00		0,, 2,	33, 122												
GT-77	71	12	44-20	N	Bosch	ORC	34-45	14	64-7900	300	6	Bosch	-	30-35	14	2500	-	14± .5	_
PEUGEOT														20.2	12 5	8-2500		12	
4043	68-69		55	N	PR	ORC	150	13.5				Mot.		20-3	13.5	1200		12	
2043	68-69		-	N		Ben.		11 2		4005	7 25	Mot.6	14_21	35	14.2	4000		14	35
204, 304, 404, 504	70-71	12	505	N	1111	Sol.			7-10000	5 404	504 6	iviot.	r. lock						ris-Rhone.
	3 Compl	lete speci	fications n	ot ava	ulable.	* Par	1s-Khone	(PR) o	r Ducei.	404,	JU4, U.	amp./i	II, IOCK	eu arm.,	Jio an	ips., 0 voi	to. Or	DET OF T	in 10-1 thories
PLYMOUTH	67 70	12	48-203	N	Own	6	90	11	195012	4754,1	16 4	Own	_	34.518	8,19 15	1250	N/A		20 N/A
313,1 318 V8	67-70	12	70-2010	N	Own		9014	ii	21622,14	4504,1		Own	_	379	15	1250	_	13.718	,20
440 V8, 426 V8	07-70	12	10 20.	11	OWII	Tenter	,,	B. Belly							Control of the last of the las				
* At air temp 70-80 deg. F. AL	-Autol	lite. F	BA-Benac	la.	Ben-E	Bendix.	Bos-	Bosch.	. DR-	-Delco R	lemy.	Duc	-Duce	llier.	F-Fu		H-Hitacl		-Inertia.
Luc-Lucas. Mar-Marelli.	Mit-N	Mitsubish	i. M-	Moto	rola.	N/A-	Not appl	icable.	ORC-	-Overrui	nning	clutch.	PR-	-Paris-R	chone.	P-Pro	estolite.	SI—Self-	indexing.
Luc Lucus Hall Hall Com		CONTRACTOR OF STREET				CONTRACTOR OF STREET													



GENERATOR ALTERNATOR EQUIPMENT

- Test Benches-Armature Lathes & Undercutters
- Instrument Repair Parts— Brush Seaters— Mueller Battery and Welding Clips Booster Clips & Cable

### W. H. COOPER & CO. LTD.

4480 Chesswood Dr., Unit 3, Downsview 462, Ontario



COBAS "JAK-IT" TRAILER LIFT

14 2-5000 1 5-3 2

		Е	BATTERY	,			START	ING M	10TOR			GEN	ERATOR	R or Al	TERN	IATOR	REC	GULATO	R
MAKE & MODEL	YEAR	Volt-	Amp. Hr. @	Term	Make	Drive	No	Load	Test .	Lock		Make	Brush Spring	C	old Out	put	Cutout Closing Voltage	Setting	Range*
		age	Rate	Grd.		Туре	Amps.	Volts	@ RPM	Amps.	Volts		Tension (oz.)	Amps.	Volts	@ RPM	@ Gen. RPM	Volt-	Current (max.)
PLYMOUTH continued 225 IL6, 2731 V8	67.70	12	48-203	N	0		00		10500 10	1051		_					L		
383 V8.	67-70	12	59–20 <sup>7</sup> E DODGE	N	Own Own IFICAT	6	90 90	11	1950 <sup>2</sup> ,18	4254 4254		Own Own	$\equiv$	37 <sup>5</sup> 37 <sup>9</sup>	15	1250 1250	_	13.78,20 13.78,20	
For Cricket see Sunbeam	<sup>1</sup> Not '70, 7	70. 2	'70, 1925-; '68, 2162;	2600.	<sup>3</sup> '70, 50; '70,	46 4	70, 400- rpm.	13 '67	5 '70, 26. 7, 37.	'68-'69	, 426 v	w/hemi-	street pag	ckage,	<sup>8</sup> To 1 69, 440, 3.5–14	4.3@70F 78 amps	. 9 '70, : . max.@	34.5.	
(Canadian models)	(7 (9	12	(1.20		DD	ODG	02	10 (	04 5400										
7000, 75000 (327)	. 67-69	12	61-20 61-20 45-20	ZZZ	DR DR DR	ORC ORC		10.614	36-5100 78-12000 <sup>1</sup> 6200 <sup>2</sup> , <sup>13</sup>	4 44512		DR DR DR	_	25–35 <sup>7</sup> ,1 25–35 <sup>7</sup> , 25–35 <sup>7</sup> ,	10 14	2-5000 2-5000 2-5000	1.5/3.2 1.5-3.2 1.5-3.2	13.8 <sup>1</sup> 13.8 <sup>1</sup> 13.8 <sup>1</sup>	_
Heavy-Duty, Taxi 250 IL6	. 67 . 69–70	12 12	70-20 61-20	N	DR DR	ORC ORC	55-95 55-8516	10.6	38-6000 31-490016	325	3.5	DR DR	_	25-35 25-35	14	2-5000	1.5-3.2	13.81	
	To 14 13 '69, 2 16 '70, 5	250, 53-6	To 10,700 59@64-860 p.@35-60	0: w/H	ir condi .D. clut	ch, 55–95	3–58. amps.@	9 '68. 38–600	290–425. 00; '70, 50–	10 '6. 80 amp	8, 28-4 s., 9 ve	10. 1 olts@55	1 '68, 300 -10500.		12 '68	, 400–480 9@9400.			
(U.S. models) 400 V8 (8.6CR)	. 67-69	12	53-20 61-20	NN	DR DR	ORC ORC		10.6	36-5100	330 <sup>7</sup> 3		DR DR	- 2 - 2		14	2-5000 2-5000		13.8 <sup>5</sup> 13.8 <sup>5</sup>	
Tempest, Firebird 230, 250 OHC 6	<sup>5</sup> To 14		7800-1200 44-20	00. 7 N	'68, 65 DR	-000; 360 ORC		10 6	28-40; '69	Grand I	Prix m		5-35; wit	h air co	oling, 3	2–50. 2–5000		13.89	
Tempest, Firebird 400, Tempest 326 \ Firebird 326 V8	/8 67 . 67	12	53-20 53-20	N	DR DR	ORC ORC	70-99	10.6	10	445 3	3	DR DR	- 2		14	2-5000 2-5000 2-5000	1.5-2.7	13.89 13.89	
Tempest, Firebird 350 V8 Tempest, Firebird 400 V8 Ram Air		12	53-20 61-20 9 To 14.	N N 8. 1	DR DR 0 7800-	ORC ORC 12000.	65-100 70-99	10.6	36-5100	445 3	3.5	DR DR	- 2		14	2-5000 2-5000	1.5-2.7	13.89 13.89	=
250 L6	. 70-71	12	44-20 53-20	N	DR DR	ORC ORC	50-80 55-80	9		_	-	DR DR	- 2		14 14	2-5000 2-5000		13.81 13.81	=
400, 454, 455 V8 307, 350 (245 hp), 400, 455	. 70 . 71 1 To 14	12	61-20 <sup>2</sup> 61-20 <sup>2</sup>	N N		ORC ORC	65–95 65–95	9	75–10500 75–10500		- 1	DR DR	_ 2	8-403,4		2-5000 2-5000	1.5-3.2	13.8 <sup>1</sup> 13.8 <sup>1</sup>	_
PORSCHE			455 V8, 6. with 80 an	np. alte	rnator.	ormance,	70-20.	° Or	2228.	* Or 72	amp.	max; 3	07, 350 V	8, 25–3	std. e	qpt. 5	'71, 28–40;	or 33–58;	or
911, 912	67	12 12	100 45-20	77	Bosch Bosch		35-45 35-45			285 6 285 6		Bosch Bosch	16-21 16-21	35 35	14	4950 4950	14-1000 14-1000	13.5	8-9 8-9
912, 911T, 911L, 911S, 911E	. 68-71 3 13.5-	12	456 4 911T, N	N Iotorola	Bosch		35-45	14		285 6		Bosch <sup>4</sup>	10-14	35-40		4950	14-1000	13.8	8-9
RENAULT Caravelle S-4, R-8, R-10 <sup>5</sup>			40/608	N		ORC	50	11 2	6000	340	3.5	Bosch	16-21	30	14.6	2400	12.6-1600	14.6	30
R4	. 67-68	12	45 45	NN	F <sup>2</sup> P				ions not av Renault Ca	nada L	tee.	PR	16-21	35	15	3000	Transistori	zed	
R16. R8 Gordini, R12 <sup>6</sup> . R8S.	67-71	12	45 45 45	777	PR 6 Duc	=	= =		- 1000	355 -	_ 4		16-21	30 30	13.2	3000 3000		14.4 14.4	Ξ
R16TA, TS	70-71 70-71 Paris-	12	45 8 '69-'7	N	PR		SEV or		_	330 - 400 - 70-'71, a	_ 4	Duc (1300 er	_ 6"	22 30 70-'71	12 13.2 R12 D	3000 uc., 380.	_	14.4	=
											,		-0.			, 500.			

SIMCA 1000 (to U.S. specifications)	67-71 70-71 5 14.6-1 67-70 69-71	12 5.6. 12 12	40-20 40-20	NN	Luc. Luc. -'71, 14. PR PR <sup>2</sup>	8. 7	2000 suf	DT AV fix "D"	1000 74-8500 AILABLE (June 190	66) and —	TC, ne	PR PR <sup>2</sup>	36-44 22-25 4-5 ground; al 16-17 	251 223	14 14 <sup>3</sup>	1700 2050 — 1450 <sup>7</sup> 3000 <sup>3</sup>	13-1100 13 — 12.5-13.5	14.3 15 <sup>3</sup>	22 25 — 25 <sup>7</sup> 20 <sup>3</sup>
SKODA 1000, 1100 MB			45-20	N		ORC	—	12	— amp	_		Pal	_	22		22-7500	12.5-14	14	22
	67-68 67-68 67-70 69-70	12 12 12 12 12	38-20 67-20 51-20 51-20 50-20 66-20 33-20 m. <sup>5</sup> Pc	8 NNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNN	Luc.	In. In. ORC ORC ORC	45 70 45 45 60 160 65 2 1200 r	12 12 12 12 12 12 12 12	85-10000 85-10000 55-6000 55-6000 9000 8 Mk. I, J	380 280 280 360	7.7 5 7.5 7.5 7.5 7.5 7.5	Luc Ford Luc Luc <sup>9</sup> Luc. Luc. Luc.	15-25 20-26 22-25 - 15-30 - 9-13	22 30 22 35 25 35 34 or.	13.5 15 13.5 12 13.5 12 14 To 14	2250 3400 2250 2275 6000 3.	13-1350 12.2 13.26 13-1400 13-1350 	15 13.9 <sup>10</sup> 13.9 <sup>10</sup> 14.2±.	24-26 28-32 22 
THUNDERBIRD All	67–68 69–71	12 REFEI	55-20 <sup>1</sup> R TO FOR		Ford PECIFIC		70 NS.	12 1 428	9500 V8, 80–20.	670 8 T	6 % 15.1	AL.	-	55	15	2000	2.5-4	14.13	_
	67-68 67-69 67 67-71 70-71 67-70 71 67-71 71	12 12 12 12 12 12 12 12 12 12	40-20 32-20 50-20 40-20 40-20 <sup>2</sup> 50-20 40-20 70-20 32-20 35-20 50-20 900; 14.5.	NNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNN	Denso Denso Denso Denso Denso Denso Denso Denso	ORC Ben. ORC ORC ORC ORC ORC ORC ORC ORC ORC	50	11 11 11 11	3000 3500 4000 3000 6000 3500 6000 5000 5000 6000 Also Hi-Lu	380 380 550 350–380 550° 210 550 600 450 470 550		Denso	12 8-9 9-12 9-12 8-9 8-9	30 15 30 <sup>1</sup> 30 40 50 40 45 30 40	13.5 13.5 13.5 14 13.5 14 14 13.5 14	2500 2300 2500¹ 2500¹ 3500 650-950 2500 2500 1800 800 3500	14-1800 14.5-1500 14-1800 — 12.8-1000 — —	14.1 14.5 14.1 14.1±. 14.3±. 14.3±. 14.3±. 14.3±. 14.3±. 14.3±.	5 — 5 — 5 — 5 — 5 —
TRIUMPH TR4, TR4A Herald 1200, Spitfire 2 and 4. Sports Six, 2000. Triumph 1300, GT6 TR6, GT6+, Spitfire III.	67-68 67-68 67-68 69-71	12 12 12 12	58-20 43-20 58-20 ————————————————————————————————————	P <sup>3</sup> P P N N	Luc Luc Luc. Luc. Luc.	In. In. In. In.	45 45 45 45 4 Spitfir	12	1 — ations not 7.6. 5	availab 4604	le from 7.44	Luc Luc Luc Leyland Luc. ot availa	7-10		13.5 13.5 13 s Canac 13.5 <sup>5</sup>	2025 2025 2250 da Ltd. 2025 <sup>5</sup>	13-1125 13-1125 13-1250 13-1125 <sup>5</sup>	16.3 16.3 16	
	67-70 67-70 68-70 70 FOR 19	12 12 12 12 71, SEE tion gear 40, 420;	48-20 48-20 <sup>17</sup> 59-60 <sup>21</sup> 48-20 <sup>17</sup> 70 DODGE 5 . <sup>5</sup> To all '70, 400	14.3@	FICAT	4,18 4 4 (ONS ), 13.5-	90 90 90 90 90 90 90	11 11 11 11 11 9 '67,	21629,15 195015 195015 195015 15 1950. 69, 2250; '					37 30 <sup>12</sup> 37 <sup>20</sup> 37 <sup>20</sup> 34.5 70, 400–			N/A 	13.7 <sup>5</sup> 13.7 <sup>5</sup> 13.7 <sup>5</sup> 13.7 <sup>5</sup> 13.7 <sup>5</sup> ,14 13.5 <sup>5</sup> 37; '70, 2	6.

<sup>\*</sup>At air temp 70-80 deg. F. AL—Autolite. BA—Benada. Ben—Bendix. Bos—Bosch. DR—Delco Remy. Duc—Ducellier. F—Fulmen. H—Hitachi. In.—Inertia. Luc—Lucas. Mar—Marelli. Mit—Mitsubishi. M—Motorola. N/A—Not applicable. ORC—Overrunning clutch. PR—Paris-Rhone. P—Prestolite. SI—Self-indexing.

		В	ATTERY				START	ING N	MOTOR			GEN	ERATOR	R or AL	TERNA	TOR	REC	GULATO	R
MAKE & MODEL	YEAR	Volt-	Amp. Hr. @	Term	Make	Drive	N	o Load	d Test	Loc		Make	Brush Spring	Co	old Outp	out	Cutout Closing Voltage	Setting	Range*
		age	Rate	Grd.	Make	Туре	Amps.	Volts	RPM	Amps.	Volts		Tension (oz.)	Amps.	Volts	@ RPM	@ Gen. RPM	Volt- age	Current (max.)
VAUXHALL									11										
Victor, Envoy	. 67	12	57-20	N		In.	40	10	3000	340		Luc.	30	22	13.5	2250	13-1300	13	21-23
Viva. Epic 70.7 cu. in	5 68-70	12	53-20 55-20 <sup>3</sup>	N N	Luc.	In. In.	35 80	12	2000 55–8000	220 465	8.5	Luc.	30	35 35	12	2000	13-1400 13-1400	14.1 <sup>14</sup> 13.9 <sup>12</sup>	21-23 21-23
Firenza	. 71	12	62-20	N	Luc.	ORC	80	12	55-8000	465	7	ACD	_	36	12	2000	13-1400		2 21-23
	3 '70, 12	20.5; 97.	5, 53–20.	12 T	o 14.3.	13 Fro	m '69.	14 '(	69, 12.7-13	3.3@14	00; '70	,13.9-1	4.3.						
VOLKSWAGEN All	. 67-69	12	36-209	N	Bos	ORC	35-45	12	6-7000	430	7.6	Bosch	16-21	5	12.5	1450	7	13.5	0-30
All 1200, 1600 <sup>1</sup> W/MT	. 70-71		45-20	N	Bos	ORC	38-45		64-7800	10	6	Bos	16-21	4.5			12.4-13.1	13.58	455
All semi AT and full AT		12	45-20	N	Bos	ORC	35-50		64-7900	11	6	Bos	16-21	45			12.4-13.1	13.53	455
411	. 71	12 S/W/20	45-20 on. Karma	N Chi		ORC VWI	25-406		62-7800 <sup>6</sup> W3, 1600,			Bosch 14.5.	10-14 <sup>4</sup> Eng. r	55	14 5 Cold.	2200	6 A	13.8±.	
	64-79	00 rpm.	locked 250	<del>-300.</del>	7 150				-6.5@1820				II. 45-20.		50-285.	11 2	<sup>6</sup> Automatic 50–300.	, 55-50 a	mps,
VOLVO																			
All models "B18" P1800E Engine 123 GT	67 68	12	60	N		ORC ORC	40-60		55-7500 55-7500	450 <sup>8</sup> 450 <sup>3</sup>	8.03	Bosch <sup>2</sup>		30 <sup>£</sup> 35	14.85	17005	12.4	14.18	
164	. 69-71	12	60-20	N		ORC	40-50			3-500	6	M M		356	15	15006	13@1300	14.5	35
142, 142E, 144, 145	. 71	12	60-20	N	Bosch	ORC	40-60	11.5	55-7500	325	6	M	16-21	35	14	2000	_	14	
P1800E		12	60-20	N		ORC	40-50			325	6	Bosch		35	14	2500		14	
			e (diode). and all '70									0-350, 6	2000 rpm	'69–70,	13.8-14	. 2.	5 '69, 130, 18	800; 35, 1	14@1500;
* At air temp 70-80 deg. F. A Luc-Lucas. Mar-Marelli.			BA—Bena				Bos-1						-Ducellie PR-P				H-Hitachi.	In.— Self-in	Inertia.

#### FUEL AND COOLING SYSTEMS

					F	UEL						COOL	LING	
MAKE & MODEL	YEAR			Carl	ouretor	<b>多类。</b> 实		Air	Fuel I	Pump	Pressure	Th'stat	Fan	Cooling
	ILAK	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating (Deg.)	Belt Adjust- ment‡	Cap. (Incl. Heater) Qts.
ACADIAN and BEAUMONT 194, 230, 250 IL.6. 283 V8. 287, 396 V8 (except 350 hp). 230, 250 IL.6. 230, 250 IL.6. 230, 250 IL.6. 230, 250 IL.6. 230, 396 V8 250, 396 V8	67 67 67 68-71 68	Roch Roch Roch Hol Roch Roch Roch Roch	SB 2B 4B 4B 5B 2B <sup>12</sup> 2B 2B 2B	BV 2GV 4MV 4160 MV 2GV <sup>12</sup> 2GV <sup>15</sup> 2GV 2GV	1.281 .75 .281 .17(P)/.30(S) .343!8 .75!2 .84375!6 .84319 .8125 .718	1.75 1.75 1.75 1.75 1.75 1.75 1.7519 1.7519 1.375	Aut	OWP OWP OWP OWP Dry Dry Dry OWP	3-4.5 5-6.5 5-6.5 5-6.5 3-4.518 5-6.5 5-6.5 5-6.5 7-8.5	, =	15 15 15 15 15 15 15 15	195 180 180 180 195 195 195 195 195	751 751 751 751 751 751 751 —	10 14.25 13.25 18.25 10 <sup>14</sup> 14.25 14.25 <sup>17</sup> 13.25 13

350 V8 (4 bbl.)	13 10.5. 3, drop 1.375,
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	10 <sup>2</sup> 8.7 10 <sup>2</sup> 8.7 10 <sup>2</sup> 8.7 10 <sup>2</sup> 11.7 10 <sup>2</sup> 11.7 10 <sup>2</sup> 10.8 ogue 232, 202.
232 6 Cyl. 68 26 20 26 26 27 27 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	37S heights.
199 6 Cyl.     69     Car     SB     RBS4633S¹     .562     —     Aut     Dry     4-5.5     Yes     12-15     192     90-1       232 6 Cyl.     .69     Car     SB     RBS4634S²     .562     —     Aut     Dry     4-5.5     Yes     12-15     192     90-1       290 V8     .69     Car     4B     AFB4660S³     .350³     2     Aut     Dry     5-6.5     Yes     12-15     192     90-1       343 V8     .69     Car     4B     AFB4666S⁴     .350     2     Aut     Dry     5-6.5     Yes     12-15     192     90-1	09HM2:
199, 232, 258 6 Cyl 70-71 Car SB 1.8 .450 <sup>2</sup> 1. 25 <sup>2</sup> Aut Dry 4-5.5 Yes 14 205 90-1 304 V8 70-71 <sup>8</sup> 2B 4.9 375 <sup>5</sup> — Aut Dry 4-5.5 Yes 14 192 90-1 360 V8 (2B) 70-71 <sup>8</sup> 2B 6.10 375 <sup>5</sup> — Aut Dry 4-5.5 Yes 14 192 90-1 4-5.5 Yes 14	oat level ry; .8125 wet. T— T, 2100D-
AUSTIN	3 3.5 4.75 9.5 4.75 9.5 4.75

† Relief valve opens. \* Thermostat starts to open. 2B—Two barrel. 4B—Four barrel. Hit—Hitachi. P—Primary. PF—Plastic foam. Roch—Rochester. \$\$ Deflection at mid-point between pulleys in inches. Man—Manual. OB—Oil bath. OW—Oil wetted. OW—Oil wetted. OW—Oil wetted. Strom—Stromberg. Sol—Solex. Slo—Solex. Strom—Stromberg. OW—Oil wetted. Strom—Stromberg. Veb—Weber. Zen—Zenith. ZS—Zenith-Stromberg.

	1	1			FU	JEL .						COOL	ING	
MAKE & MODEL	YEAR			Carb	ouretor				Fuel F	Pump			Fan	Cooling
MAKE & MODEL	ILAN	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Air Cleaner Type	Pressure Range	Vacuum Booster	Pressure Cap Rating†	Th'stat Rating* (Deg.)	Belt Adjust- ment‡	Cap. (Incl. Heater) Qts
BMW 1800, 1800 TI	67-68 1 TI mo	Sol del, two	SB <sup>1</sup> 2-bbl., mo	38PDSI <sup>1</sup> odel 40PHH.	-		Man	Dry	2.2-3	-	-	180	.75	6
225 V6. 300, 340 V8 (2 bbl. carb.) 400, 430 V8. 340 V8 (4 b.l. carb.), 250 L6. 350 V8. 350 V8. 455 V8.	67 67-69 67 68-71 68-69 70-71 70-71 1 '70-'71 4MV., 1	OWP. height .3 00, 13.5.	125, '68 c	oolant capacity 11.	5 , 469 , 219 <sup>24,32</sup> 1, 406 , 3125 <sup>29</sup> , 468 <sup>23</sup> , 375 <sup>4</sup> 71, 4B, 4MV, '70 on <sup>24</sup> '67, '68, 406 , 250; all '70, 125	. 400 w/MT. 46	8. 25	68. Dry:	3.75 3.75 526 3.75 4-530 4.25-5.7 3 4.5 25, '71M/T 69 OWP. 69, F/Drop	- 7, 406.	15 15 15 15 15 15 15 15 13 U.S. pro 4. 25–5, 75; 32 '69, .37	'69, 4.5.	27 '68-	8.75 13.92 13.92 <sup>28</sup> 12.08 9.42 <sup>2</sup> 11.25 <sup>25</sup> 13.7 15.8 4B—model '69, 190. lels, .3125.
	68-71 <sup>8</sup> Eldora	Roch do, PF.	4B Air c	4MV 4MV onditioning, 180. 1, w/AC, 18, 25; 69	.219 .2408 5 75 series, 17. 200 series, 20, 75.	8 693, .350.	Aut Aut 9 '68; w/	Dry <sup>3</sup> Dry /AC, 17.5	5.3-6.5 5.25-6.5 ; Fleetwood		15 15 69 21 . 3; w/	1904 190 AC 21.8;	-	15 <sup>5</sup> 17 <sup>9</sup>
CHECKER 230 6 Cyl. 283 V8. 327 V8. 327 V8. 307 V8. 327 V8. 327 V8. 327 350 V8. 350 V8.	67 67 67 68 68 69–70 71 71 Taxi; I	Roch Roch Roch Roch Roch Roch Roch Roch	SB 2B 4B SB 2B 4B 2B 2B 2B 27025182	7026083 <sup>1</sup> 7024186 7027085 7028015 <sup>2</sup> 7028184 <sup>8</sup> 7028288 7029127 <sup>10</sup> 2GV MV - 2 '68 w/MT;	1,281 .75 .281 .3447 .75 .281 .775 .718 .75 .69 w,MT, 7029017. .8 From '69, OW	/P 9 '60/.	under sent	hantan a	11 1 01	No No No No No No V/MT; w,	13 13 13 13 13 13 13 13 13 7 W/MT; v	v/AT. 702	756 756 756 756 756 756 756 756 756 756	12 17 17 17 129 17 15 179,12
	67-69	Roch belt, 3/8	SB 1	HV	1.063 r and idler pulley un	1 563	Aut	OWP	3 5-512	_	14 '70 350 — ling. 10	And Turb	1 o-Charge	- I.
194, 250 IL6. 283 V8. 327 V8. 230, 250 L6. 307 V8. 327, 350 V8.	67 67 67 68-69 68 68	Roch Roch Roch Roch Roch Roch tension	2B 4B 5 1 2B 2 2B 4B	BV 2GV 4MV 4MV 2GV 4MV 4MV ding. 18 *69, .250	1. 281 .75 .281 .34315 .75 .281	1.75 1.75 — 1.75	Aut Aut Aut Aut Aut Aut	OWP OWP OWP Dry Dry Dry	3-4.5 5-6.5 5-6.5 3-4.5 5-6.5 5-6.5		15 15 15 15 15 15	195 180 180 195 195 195	75 <sup>2</sup> 75 <sup>2</sup> 75 <sup>2</sup>	10 14.25 13.25 10.75 14.25 13.25
Chevelle 230, 250 IL6. Chevelle 283 V8. Chevelle 327 (275 hp) 396 (325 hp) V8.	67 67	Roch Roch Roch	SB 1	BV 2GV 4MV	1.281 .75 .281	1.75 1.75	Aut Aut Aut	OWP OWP OWP	3-4.5 5-6.5 5-6.5	=	15 15 15	195 180 180	75 <sup>2</sup> 75 <sup>2</sup> 75 <sup>2</sup>	10 14.25 13.25°

See key to abbreviations on page 113.















# Special Core Problem?

Call



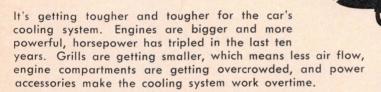
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					FU	EL						COOL	LING	
MAKE & MODEL	VEAD			Carb	uretor	1			Fuel I	Pump			Fan	Cooling
MARE & MODEL	YEAR	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Air Cleaner Type	Pressure Range	Vacuum Booster	Pressure Cap Rating†	Th'stat Rating* (Deg.)	Belt Adjust- ment‡	Cap. (Incl. Heater) Qts.
CHEVROLET continued														
Chevelle 327 (325 hp) 396 (350 hp) V8.	67 68 2 Strand	Hol Roch tension	4B 4B	4150 4MV ading. 9 396 V8.	.17(P)/.30(S) .187 18.25	=	Aut Aut	OWP Dry	5-6.5 5-6.5	Ξ	15 15	180 195	752	13.25° 19.5
Camaro 327 V8 (210 hp.)	67	Roch	2B 4B	2GV 4MV	1.281 .75 .281	1.75 1.75 — maro 396, 19.5.	Aut Aut Aut	OWP OWP OWP	3-4.5 5-6.5 5-6.5		15 15 15	195 180 180	1 1 1	10 13.25 13.25 <sup>2,3</sup>
Corvette 327, 427 V8 (390 hp.)	67 67 68 68	Hol Hol Roch Hol	4B 4B 4B 3 x 2B	4160 2300 4MV 2300	.17(P)/.30(S) .350(P) .281 <sup>21</sup> .350(P) <sup>19</sup> , <sup>22</sup>		Aut Aut Aut Aut	OWP PF Dry Dry	5-6.5 5-6.5 5-6.5 5-6.5	Ξ	15 15 15 15	180 180 195 195	75 <sup>2</sup> 75 <sup>2</sup> —	13.25 <sup>20</sup> 18.25 12.5 <sup>21</sup> 17.5
	<sup>2</sup> Strand <sup>21</sup> 427, .	tension g	auge rea	ding. 19 Final fl qts. 22 w/400 l	oat setting, use sigh	t plug; 427 V8 (4 .50.	25 hp.),	model 415	0, float leve	el .350(P);	; 450(S).	20 396, 4	27 V8, 18	. 25.
250 IL6. 283 V8. 327, 396, 427 V8. 6 Cyl. Taxi.	67	Roch Roch Car	SB 2B 4B SB	BV 2GV 4MV YF ding, 75 lbs.	1.281 .75 .281 .218 396, 427 V8, 18.25,	1.75 1.75 1.187	Aut Aut Aut Aut	OWP OWP OWP	3-4.5 5-6.5 5-6.5 3-4.5	= = = = = = = = = = = = = = = = = = = =	15 15 15 15	195 180 180 195	1 1 1	10 14.25 13.25 <sup>6</sup>
307, 327, 396 v8 (265 hp.). 350 V8 (255, 300, 350 hp.). 396 V8 (325, 350 hp.). 302, 350 V8 (370 hp.). 230, 250 L6. 307 V8. 350 V8, 400 V8 (2 bbl.). 350, 402, 454 V8 (4 bbl.). Vexa.	69 69 69 70–71 70–71 70–71 71	Roch Roch Hol Roch Roch Roch Roch Roch	4B 4B 4B 3x2 SB 2B 2B 4B SB <sup>11</sup>	2GV 4MV 4MV 4150 MV 2GV 2GV 4MV MV <sup>II</sup>	.754 .21875 .25 .25 .350 .25 .84310 .718 .25 .625 .625	1.75  1.75 1.375 	Aut	Dry Dry Dry Dry OWP OWP OWP OWP	5-6.5 5-6.5 5.85 5.85 <sup>2</sup> 3.5-4.5 5-6.5 7-8.5 7-8.5 3-4.5		15 15 15 15 15 15 15 15	195 195 195 195 195 195 195 195	759 759 759 759 759 759	14.25 <sup>3</sup> 13.25 19.5 <sup>3</sup> 18.25 <sup>3</sup> 10.5 13.25 13.25 13.25 <sup>7</sup> 13.25 <sup>8</sup> 5.75
	5 Also 42	7 V8, 400	0, 435 hp	., 396 V8, 375 hp.	6 427 V8, 335, 39	0 hp. 7 400 1			454 V8, 19		4 307 V8 Use strand			
CHRYSLER 383 V8. 440 V8. 383 ,440 V8. 383 ,440 V8. 383 V8 2 bbl. 383 V8 4 bbl. 440 V8.	67-68 69 70 70 70 FOR 197 Station 14'68, 38:	Car <sup>2</sup> Hol <sup>14</sup> Car 17 Car Hol Car I SPECI Wagons,	4B <sup>14</sup> 2B 2B 4B 4B 4B FICATI Strombe BRD-442	AFB-4299S <sup>2</sup> , <sup>14</sup> R-3667A <sup>14</sup> BBD-46145 <sup>15</sup> 17 18 R4366 AVS4738S ONS, SEE DODG rg, 2B, WWC3-27(3S; 4 bbl. AVS-447	.109(P)/.243(S) <sup>18</sup> .109(P)/.243(S) <sup>18</sup> .219 .3125 .3125 .5625 <sup>19</sup> .2187 E. 12 '68, 14.5. Dls; 440 Holley R-3! plus approx. 1 qt.		arter AV	S-4429S.	3.5-5.5 3.5-5.5 3.5-5.5 3.5-5.5 3.5-5.5 3.5-5.5 3.5-5.5	No No No No No No No No No No	16 16 16 16 16 16 16 16 16 SJ. AVS-461		.5 .5 .5 .5 .5 .5	14 <sup>12</sup> 14.6 <sup>12</sup> 14.5 <sup>16</sup> 14.5 <sup>16</sup> 14.5 <sup>16</sup> 13.0 13.0
CITROEN DS & SW21, DS & SW19A ID 19A DS20, DS21, ID19b, D Special	67-68 69-71 Model 1	Sol Web	SB 2B 2B 2B 2B	2836DDE <sup>5</sup> 34PBIC 28-36DLE2 <sup>7</sup> OS19A, 2; SW21, A , late '68, 28-36 DI	6 — 1: SW19A, A2. DE, ID196 SOLEX	Measure betwee BB 34 PBIC-3-93	Man Man Man en float a	OW OW OW nd cover;	3.5 3.5 3.5 float closed	12 12 No 1 . 1968, or	4 4 4 pen .4528.	158 172 172	.5 .5 .5	9 9 9

DATSUN   1000	5.8 8 8.9 6 6.8 6 5.2 6 7.2
1200 & Coupe.   70-71   Hit   2B   DCC306   746   -   Man   Dry²   2.6   No   12.8   180   .4-   1300   .   68   Hit   2B   DCK306   .906   -   Man   Dry   3.4   No   12.8   180   .5-   240 Z Sports   70-71   Hit   SU   HJC46W-3A   .906   -   Man   Dry²   3.4-4.3   No   12.8   180   .5-   1600; 2000 HJB46W.   2 '71, Viscous filter.	0 0.0
To, Cdn, 225   LL6	1122 10.5 1433 17.532 17.53 17.5 14.1 14.1 14.1 15.1 10.5 15.0 14.1 14.1 14.1 15.0 14.1 14.1 15.0 14.1 14.1
170 6 Cyl.	P., Carter, evel . 5, 1 qt. 13 '70, 195. P. w/MT ol. centre fol. front
198 6 Cyl 71 Cart SB BBS-4956S .250 — Aut Dry 3.5-5 — 16 185 701 225 6 Cyl 71 Hol SB R-4656A .84372 — Aut Dry 3.5-5 No 16 185 701 318 V8. 71 Roch <sup>3</sup> 2B 7041180 <sup>3</sup> .6562 <sup>3</sup> 1.75 <sup>5</sup> Aut Dry 5-7 No 16 185 701 340 V8 71 Cart 4B TQ4973S 1.0 — Aut Dry 5-7 No 16 185 701 340 V8 (3-2 bbl.) 70 Hol 3x2B R4792A <sup>4</sup> .5625 <sup>4</sup> — Aut Dry 5-7 No 16 195 .5	13 13 16 15.5 13.2





					FU	EL						COO	LING	
MAKE & MODEL	YEAR			Carb	uretor			Air	Fuel I	Oump	Pressure	Th'stat	Fan	Cooling Cap.
MAKE & MODEL	TEAR	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment‡	(Incl. Heater) Qts.
DODGE continued														
360 V8. 383 V8 (2 bbl.). 383 V8 (4 bbl.). 426 V8. 440 V8 (4 bbl.). 440 V8 (H.P.). 440 V8 (3-2 bbl.). Colt.	71 71 71 71 71 71 71 1 Use specifi	ed. 4	4B 4B 3x2B 2B auge. Re	R4666A BBD4962S AVS6125S AFB4971S <sup>6</sup> AVS4966S AVS4966S R4670A <sup>7</sup> 28-32D1DTA ading 120 lb, with 14789A; rear, R4790	A; float height, .75		Aut	Dry Dry Dry Dry Dry Dry Dry Dry Dry See. 3 A	5-7 3.5-5 3.5-5 7-8.5 3.5-5 6-7.5 6-7.5 3.7-5.7 lso Carter odary, .265		16 16 16 16 16 16 16 12.8 er BBD 49 ar, AFB49			15.5 11.8 11.8 17 15.5 15.5 15.5 7.2 rop not 1671A; read
FIAT	R4672				e body at 4.3 psi. f									
850 Sedan, Coupell & Convertible 1. 1500 Sedan, Convertible 124 Sedan, S/Wagon 124 Coupe, Convertible 850 Convertible, Coupe, Racer, 124S 124 Convertible, Coupe 124 (1600cc.) 128	67-68 67-69 68-69 70-71 70-71 71 71 With §	Web Web Web Web Web Web gasket.	2B 2B 2B 2B SB SB 2 With		.276 <sup>2,9</sup> .216 <sup>1,10</sup> .118 .236 <sup>1</sup> .236 .236 .236 .1,417 oupe and Conv. 2-ba				3.5-4 3.5-4 3.5-4 3.5-4 3.5-4 3.5-4 3.5-4 t gasket.	No — — — — — — — — — — — — — — — — — — —	5 5 5 5 5 5 5 5 28-36DCD	175 180 190 185 190 <sup>13</sup> 185 185 185 185	.5 .5 .5 .5 .5 .5 .5	5 5.2 5 7.5 7.5 7.5 6.5 without
FORD	gasket	.5315.	11 '70,	Sedan only. 12	70, 850; 124S, 32DI	ASA. 13 70 12	24S; 850,	175.						
Falcon 170, 200 IL6. Falcon 289 V8 (2V). Falcon 289 V8 (4V). 302 V8.	67–68 67 68	Ford Ford Ford	SB 2B 4B 2B	95104 95104 95104 95104	1 3/32 Dry .375 Dry <sup>11,12</sup> 25/32 Dry 17/32; 3/8AT ation by prefix and	——————————————————————————————————————	Aut Aut Aut	Dry Dry Dry Dry	4-6 4-6 <sup>12</sup> 4-6 4.5-6.5	No <sup>10</sup> Yes <sup>10</sup> Yes <sup>10</sup> No nsion for u	12-15 12-15 12-15 12-15	160 160 160 160	80-110 80-110 80-110 110 L6, 11 in.	5 12.5 5 12.5 11.0
	500 rp	m.; 289 V	V8. 10 @	500. 11 Automa	itic, .531 Dry.	2 '68 as for 302 V	78.	in norm.		insion for u	ised beit.	170 1	LO, 11 In.	. (4)
	67-68 67 67 4 Pound 9 Dry, t	Hol Ford Ford Is tension op of floa itomatic,	at paralle	el w/top of fuel bow	.484 Dry <sup>18</sup> , 15 .375 Dry <sup>14</sup> 1 3/32 Dry art no. only. Comp rl, bowl inverted; w.	et, lower edge of	sight plu	g. 11 5	5-6 <sup>16</sup> 4.5-6.5 4-6 4-6 ix on tag al Some 427, 2	2x4B.	12-15 12-15 12-15 12-15 air horn. '68, 4.5-6	160 160 160	80-110 <sup>4</sup> 80-110 <sup>4</sup> 80-110 <sup>4</sup> 80-110 <sup>1</sup>	17 17 12.5 8
Mustang 200 IL.6	67 67 67 67 4 Basic J	Ford Ford Ford Hol	SB 2B 4B 4B aber only	9510 <sup>4</sup> 9510 <sup>4</sup> 9510 <sup>4</sup> 9510 <sup>4</sup>	1 3/32 Dry .375 dry <sup>6</sup> .25/32 Dry 8 rn. <sup>5</sup> Pounds ten		Aut Aut Aut <sup>7</sup> Aut	Dry Dry Dry Dry utomatic,	4-6 4-6 4-6 4.5-6.5	No Yes Yes No HP, Man	12-18 12-15 12-15 12-15	160 160 160 160	80-110 80-110 80-110 80-110 80-110	5 12.5 5 12.5 5 17
<b>24</b> 0 6 Cyl	67–68 67–68	Ford Hol	SB 2x4B <sup>7</sup>	9510 <sup>1</sup> 9510 <sup>1</sup>	1.09418	=	Aut Aut16	Dry Dry	4-6 4.5-6.5	=	12-15 12-15	160	80-110 80-110	

				+242	FU	EL						COOL	LING	
MAKE & MODEL	YEAR			Carb	ouretor			Air	Fuel I	Oump	Pressure	Th'stat	Fan	Cooling
		Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment‡	Cap. (Incl. Heater) Qts.
FORD continued														
428 V8. 289 V8. 390 V8 (2V, 4V). 390 V8 GT.	67 67 68	Ford Ford Hol	4B 2B 2&4B 4V	9510 <sup>1</sup> 9510 <sup>1</sup> 9510 <sup>1</sup> 9510 <sup>1</sup>	25/32 Dry .484 Dry .484 Dry <sup>10</sup>	Ξ	Aut Aut Aut Aut	Dry Dry Dry Dry	4.5-6.5 4-6 4.5-6.5 4.5-6.5	No Yes No No	12-15 12-15 12-15 12-15	160 160 160 160	80-110 <sup>4</sup> 80-110 <sup>4</sup> 80-110 <sup>4</sup>	12.5
	16 Front	carb. onl	.3/5; all ly. 18	4V, 25/32 Dry. '68, 1 3/32. 19 ]	n by prefix and suffix 15 Dry, top of float In line with bowl floor	parallel w/top o	d to air h	orn. 4 wl., bowli	Lbs. tensio nverted; we	n for used et, lower e	belt. 7	Or 4B.		
All 6 Cyl. 302 V8 (2V) 351 V8 (2V, 4V). 390 V8 (2V) 428 V8 (4V) Cobra Jet <sup>20</sup> . 429 V8 (2V, 4V), 460 V8 (4V). 302 V8 (4V Boss).	69-70 69-70 69-70 69-70	AL AL	2B° 2B 2V 4V 2V 4V 4V 2V	9510 <sup>5</sup> 9510 <sup>5</sup> 9510 <sup>5</sup> 9510 <sup>5</sup> 9510 <sup>5</sup> 9510 <sup>5</sup>	1 1/32 Dry <sup>11</sup> 851,14 31/641,6,19 31/641,19 17/32 <sup>2</sup> 31/641		Aut Aut Aut Aut Aut <sup>21</sup> Aut	Dry Dry Dry Dry Dry Dry	4-6 <sup>3</sup> 4.5-6.5 <sup>3</sup> 4.5-6.5 <sup>3</sup> 4.5-6.5 <sup>3</sup> 4.5-6.5 <sup>3</sup>	17 No 17 No 22 No 17 No	12-1512 12-1512 12-1512 12-1512 12-1512 12-1512	160 160 160 160 <sup>18</sup> 160	11013 11018 11013 11010,13 11010,13 11010,13	88 11.0 13.5 17 17
429 V8 Cobra, Super Cobra Jet, Boss.	70 1 '69, Dr tag att. 10 Lbs. to 14 '70, .8 Police	Hol y ± 1/32 ached to ension for \$12. 18 160. 1	4B 4B 2 tolerand air horn. r used bel 5 70, 4-6 9 70, 351 ra, Boss;	6 '69, 2V; 4V 1	16 17 ± 1/64, secondar 18 3/16. 7 429 2V; 4 19 200, 240, .375; 19 201ce, 1: 429 2V, 4V	429 4V, 13/16; 40 250, 562, 12	'70 12-1	/32. 8	240 6 cyl.,	t No. only 13.5; 250	12-16 12-16 7-complete 6 cyl., 8.5. belt operating. 17 '70'	9 250	6 cyl , SE	3. 0, 190;
170, 200, 240 6 cyl. 250 6 cyl. 302 V8 (2V). 429 V8 (CJ), 302 V8 (4V Boss). 351, 390, 400, 429 V8. 460 V8. Pinto 1600cc. Pinto 2000 cc.	71 71 71 71 71 71 71	Cart Cart AL Hol AL AL AL AL	SB SB 2V 4V 2V, 4V 4V SB 2V	YF1-V RBS-1V 2100-D 4150-C 2100-D 4300 701W-9510-FA D12F-9510-BA	% Dry % Dry % Dry 22 76 Dry 1.0911 31 32 32 34 35 36 37 38 38 38 38 38 38 38 38 38 38 38 38 38	1.25±.06 1.25±.06 — — — 1.36 178 * 390 V8, 16.	Aut Aut Aut Aut Aut Aut Aut Aut Aut 8; 400 V	Dry Dry Dry Dry Dry Dry Dry Dry Dry 8, 14.6; 45	4-6 4-6 4.5-6.5 5-7 5-7 3.5-5 3.8-5 29 V8, 15.5	No No No No No No No No	12-16 12-16 12-16 12-16 12-16 12-16 13 13 429 V8, 16.	160 160 160 160 160 160 160 160	110 110 110 110 110 110 110 110	7.31 9.3 12,5 12.5 <sup>4</sup> 12.6 <sup>3</sup> 16
FORD (European) Anglia, Consul (60 & 82 cu. in. eng.) Anglia, Cortina (73 cu. in. eng.) Consul Cortina. Cortina GT. Cortina 1300, 1600.	67 67 67 68-71	Zen Sol Ford Web Ford <sup>11</sup>	SB SB SB 2B SB	32VN 30PSEI 			Man Man Aut <sup>1</sup> Aut	OB OB Dry Dry	1.25-2 1-2 1-2 1-2 1-2	No No No No No	7 7 10 10	170 180 185 185 185	.5 .5 .5 .5	5.1 5.25 6 6 5.1 <sup>7.9</sup>
Cortina 1600 GT. Capri 1600. Capri 2000.	68 71 71 1 Manua	Web AL Web l availabl -DFD, flo	2B SB 2B e. 61 oat level,	32-DFM <sup>10</sup> 701W-9510-FA	7-7.5 mm. .28 .45 (C), 1600 w/MT. (F	1.36 1.9 3), w/AT (D).	Aut Aut Aut 7 1300	Dry Dry Dry 1600, 5.6	3.5-5 3.5-5 3.8-5	No No No	13 12 12 12 4; float drop	185 185 185	.5 .5 .5 .5 .69, 5.7.	5.6° 5.3 5.7
HILLMAN Super Minx IV			SB ), pellet t	34IV ype 186, winter use	1. 2759 e 186–190 pellet type	<u> </u>	Man	Dry 1 floats abo		dy face, c	9 arb. inverte	8 ed.	.5	6.25

See key to abbreviations on page 113.

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Your customers' vehicles require a bottle of . . .



### BAR'S LEAKS

SEALS ALL TYPES OF LEAKS AND SEEPAGE PROBLEMS

TWO-WAY RUST AND CORROSION INHIBITOR WATER PUMP SQUEAL ELIMINATED ORIGINAL EQUIPMENT IN MOST NEW CARS

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BAR'S LEAKS DISTRIBUTORS LTD.

BOX 389 KINGSVILLE, ONTARIO, CANADA

					FU	EL						COOL	LING	
MAKE & MODEL	YEAR			Carbu	iretor			Air	Fuel F	Pump	Pressure	Th'stat	Fan	Cooling Cap.
		Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating <sup>†</sup>	Rating* (Deg.)	Belt Adjust- ment‡	(Incl. Heater) Qts.
HONDA S 600.	67 1 Keihin	Kei <sup>1</sup>	4xSB	B31N26A5 between float & cove	6692 er. * Maximum,		Man	Dry	2.83	No	7.1	176	. 35 7	5 5.3
IMPERIAL All EYI 440 V8. 440 V8.	69 70 71	Hol Hol Hol Cart	4B 4B 4B 4B	R-3667A <sup>6</sup> R-4166A R-4366A AVS-4966S	.109(P)/.234(S) .2347 .5628 .2187 3, model R-3918A, r.	.75 — .5 ad, cap pressure.	Aut Aut Aut Aut 16. cooli	Dry Dry Dry Dry	3.5-5 3.5-5 3.5-5 3.5-5 4.25.	None No No No P; S, . 266	146 16 16 16 16	180 190 195 185 Prim.; se	.5 .5 .5 .701	156 15.8 13.6 15.5
Bellett	69	Strom	2B	2D-32AU-2 D28-32G-6B ody. <sup>2</sup> Finger pu	.741	=	Man Man	Dry Dry	2.8-3.6	No No	13	165 180	.6 <sup>2</sup>	5.3 6.0
4 2 Sedan & XKE & 420, 420G 3 8 "S" & Mk. II & 340 340 E Type, 2+2, XJ	67 68 69–71 Check	w/1/4 dia	bar inse	HD8 HD6 HS6 175CDSE rted between float le spring locked jocke	1 7/16 11/16 ever and lid. 6 "	E" type, Lucas	Auto <sup>8</sup> Auto Aut Man electric in	Dry Dry Dry Dry n fuel tan	2.75max <sup>6</sup> 2.75max 2.5-3.5 2.75 m k. 8"E"	No No ax.—	7 4 7 7 <sup>13</sup> nual.	165 165 158 165 <sup>14</sup>	9 9 —	12.25 <sup>10</sup> 11 11 12.25 <sup>10</sup>
4-75. V8 327. 6-232 Hi-Torque 6. Dauntless V6. Dauntless V8. Dauntless V8.	67-71 67-68 67-71 67-71 68-71 68-71	Car Hol Car Roch Roch	SB 2B SB 2B 2B 4B to top of	938SC 2209 RBS-4016S 2GS 2GV 4160C	. 3125 . 6251 . 4699 1 . 094 . 468 with bowl floor.		Man Auto Auto Man Aut Aut	OB OB OB OB OB Dry Dry	2.5-3.75 3.5-5.5 4-5.5 4.5-5.75 4.2-5.75 4.2-5.75	No _	7 14 13 13 15	165 195 195 180 19	5 -5 .5 .5	9.6 15.8 8.7 11 4 11.25
LAND ROVER 23/4 litre Diesel 2.6 litre 23/4 litre 1	67-68 67-68 67-68 69-71 Below	Sol CAV SU Zen	SB SB SB mber join	40PAIO-5 Injection pump HD8	.625± .125 <sup>1</sup> .4375 <sup>3</sup> .33 mm. r; winter 185 gas, 1	<u>.</u>	Man Man Man setween fl	OB OB OB OB oat cham	1.5-2.25 5-8 2-6 1.5-2.2 ber spigot a	No No No and float le	9 9 4.5–5.5 9	168 <sup>2</sup> 168 <sup>2</sup> 168 185 <sup>5</sup> % in. test	.5 .5 .25 .5 bar unde	9.25 9 11.25 9.25 r fork.
LINCOLN-CONTINENTAL 462 V8Mk III 460 V8	68	AL	4B 4B TO FOI	C7VF-9510-B 9510-C8VF-F RD SPECIFICATI	. 188± . 0168 ONS. 8 Bet	— ween top of floa	Aut Aut t and gas	Dry Dry sket surfa	4.5-6.5 4.5-6.5 ce, air horn	No No inverted.	12-15 12-15 9 Use b	160 180-20 pelt.	80-110 <sup>s</sup>	19 19.3
MAZDA 1500 Sedan, Estate 1800 Sedan. 1200 Sedan, Estate R100 Coupe	69-71 69-71 69-71 71	Nikki	2B 2B 2B 4B 2B rburetor.	D2832G HTN42 DTC KCB306 215282-231	.85 .59 .78 .78 .886 <sup>1</sup>		Man Man Man Man Man	Dry Dry Dry Dry Dry	2.85-3.6 2.85-3.6 1.42-2.13 3.3-4.3 2.8-3.6	No No	12.8 12.8 12.8 12.8 12.8	190 190 190 190 170 180	.56 .56 .89 .89	6.71 7.2 4.35 7.1 6.1

See key to abbreviations on page 113.

### WITTEK®

# Sure-Tire UNI-TITE

### STAINLESS STEEL ADJUSTABLE HOSE CLAMPS

- Patented One-Piece Housing of Stainless Steel
- Patented Contour Serrations
- Welded Assembly
- Cadmium-Plated Hardened Steel Screw
- Heavy Gauge Band of Stainless Steel

### D. A. MCNULTY & CO. LIMITED TORONTO 550, CANADA

For ¾" I.D. heater hose. ▲ For larger size radiator hose.

 Other popular sizes.





Fits I.D	. Hose	Fits Hose or Lines	Clamp D		Clamp
from	to	This float of Lines	Min.	Max.	No.
• 3/8"	1/2"	Air . Air-Line , Fuel	7/16"	25/32"	6H
3/8"	5%"		1/2"	29/32"	8H
3/8"	%″	Heater	%16"	11/16"	10H
■ 5/8″	34"	Heater and Air Brake	11/16"	1¼"	12H
• 3/4"	1"	Vacuum	13/16"	1½"	16H
1"	1¼"	Vacuum and Booster Brake	13/16"	1¾"	20H
11/4"	1½"		11/16"	2"	24H
11/4"	1¾"	Car Radiator	15/16"	21/4"	28H
▲ 1½"	2"	Larger Size Radiator	1%6"	21/2"	32H
1¾"	21/4"	Truck Radiator and Gas Tank	113/16"	2¾"	36H
2"	2½"		21/16"	3"	40H
• 21/4"	23/4"	Truck and Tractor	25/16"	31/4"	44H
2½"	3"	N. Contract Line Contract Cont	2%6"	3½"	48H
• 3"	31/4"	Air Vent	213/16"	3¾"	52H
31/4"	3½"		31/16"	4"	56H
• 31/4"	3½"	Air Vent	35/16"	4¼"	60H
3½"	4"		3%6"	4½"	64H

•	Narrow Band	7/32''	5/8"	U5
•	Narrow Band	7/32''	1''	U8

					FL	EL						COOL	LING	
MAKE & MODEL	YEAR			Carbi	uretor		CLI	Air	Fuel F	Pump	Pressure	Th'stat	Fan	Cooling Cap.
		Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment‡	(Incl. Heater) Qts.
MERCEDES-BENZ 200D 200, 230. 230S, 250S. 230SL, 250SE, 220SE, 300SE, 300SEL, 600. 220, 230, 250, 280, 300. 220D/8. 220, 280, 250/8. 280, 250/8. 280, 268, SE/8 Diesel.	67 67 67 68 <sup>9</sup> 69 69 69	Bos Sol Zen Bos Bosch Sol Zen Zen	9 9 9 — — DD 2B 2B	Fuel injection (diesa 38PDSI 35/40INAT Fuel injection (gaso — Fuel injection (diesa — Fuel injection (diesa — — — — — — — — — — — — — — — — — — —	.866 line) el) .7787 .787905	9 9	Man Aut — — — — Aut Aut Aut	OB Dry Dry Dry Dry OB Dry Dry	2.2-3 2.2-3 		14.7 14.7 14.7 14.7 	174 174 174 174 174 —	9 9 9	8.8 8.8 10 10 <sup>10</sup> 
	70-71 Specific	cations n	ot availa	Fuel injection (diese ONS NOT AVAILA able from Mercedes-F 9.06, 280 SE Coupe	BENZ OF Canada Ltd	. 10 300 series	s, 14.8.	11 220,	TD. 230 9.24, 2 & converti		— , 250, 8.71 <sup>13</sup> SEL8			
MERCURY Comet 390 V8 (4V HP), 427 V8 Comet 390 V8 (2V) Comet 289 (2V) Comet 200 IL6	67 67 67 Basic p	Hol Ford Ford Ford art no. o	4B <sup>10</sup> 2B 2B SB only. Co 2x4B.	95104 95104 95104 95104 95104 mplete identification <sup>11</sup> Parallel with floa	.484 Dry <sup>12</sup> .375 Dry <sup>18</sup> 1 3/32 Dry by prefix and suffix at bowl when bowl is	on tag attached	Aut Aut Aut Aut to air ho	Dry Dry Dry Dry orn. <sup>6</sup> I	4.5-6.5 4.5-6.5 4-6 4-6 bs. tension .375 dry.		12-15 12-15 12-15 12-15 belt.	160 160 160 160 s., .531 da	80-110 <sup>6</sup> 80-110 <sup>6</sup> 80-110 <sup>6</sup>	17 12.5
Cougar 289 V8 (2V, 4V)	67 Basic p	Ford Ford art num with flo	2&4B 4B ber only at bowl	95101 95101 See tag on air horn when bowl is inverte	.375 Dry² a. 2 2V automati	_ ic, .531; all 4V,	Aut Aut 25/32 Dr	Dry Dry y. * Po	4-6 4.5-6.5 ounds tension	Yes No on for used	12-15 12-15 d belt.	160 160	80-110 <sup>3</sup> 80-110 <sup>3</sup>	
Meteor 240 IL.6	67 67 67 Lbs. ter	Ford Ford Ford Ford nsion for .469±	SB 2B 2B 4B used be .016P/.	95109 95109 95109 95109 lt. 9 Basic part n 453± .016S, wet sett	1 3/32 Dry .484 Dry .484 Dry <sup>12</sup> .25/32 Dry o. only. Complete ing .875± .031P/.5	dentification by	Aut Aut Aut Aut prefix an	Dry Dry Dry Dry d suffix on	4-6 4-6 4.5-6.5 4.5-6.5 air horn ta	No Yes No No No	12-15 12-15 12-15 12-15 Wet setting	160 160 160 160 : .875± .0	80-110 <sup>4</sup> 80-110 <sup>4</sup> 80-110 <sup>4</sup> 80-110 <sup>4</sup> 31;	12.5
390 V8 (2V)	67	Ford Ford	2B 4B	9510 <sup>3</sup> 9510 <sup>3</sup>	.484 Dry <sup>6</sup> 25/32 Dry	_	Aut Aut	Dry Dry	4.5-6.5 4.5-6.5	No No	12-15 12-15	160 160	80-110 <sup>2</sup> 80-110 <sup>2</sup>	
All Models				lt. Basic part no ECIFICATIONS.	o, only. Complete i	dentification by	prefix and	d suffix on	air horn ta	g. 6 A	utomatic ti			
MGB & GT.	67-71 67-71	SU SU SU in. test b	2xSB 2xSB 2xSB 2xSB	HD4 HS2 HS4 Size of test bar bety	1 . 1/8-8/63 1/8-8/63 1/8-8/63 veen float arm and	bowl cover. 8	Man Man Man '69-'70,	OB Dry Dry 15.	2.5-3 2-3 2.5-3.5 59-'70, 10.	No _ _	4 78 79	175 180 165	.5 .5 .5	6.25

2 2	67 68–69 68 69 69 70–71 70–71 70–71	WP. 2	MV 2	BV 2GC 4MV WV 2GC <sup>21</sup> 2GC 4NV MV 2GC 4MC 5. 3 '71, 14, 25; w 22 '69, w/AT . 1 e cars, Delta 88, 13.	25 w/MT 3125	23 350 V8- 455	V8. 13	25: 455 V8	Toronado 15	24 35	0 V8: 400	& 455 V8	3. 5.5-7.0	9,75 13,755 13,755 10 1220 12,523 12,523 102 1225 123,25 123,25 103,75. 0. AC.
<b>OPEL</b> GT-77	71	Solex	2B	TDID-2	-	-	Aut	Dry	313.7		-	14	190	5
<b>PEUGEOT</b> 404. 204. 204, 304. 404, 504.	68-69 70-71	Sol Sol	SB SB SB SB A/T	34PBICA 32PBICA3 34PBISA3 34PBICA48 outo. 5 '69, dry. 6 '	Preset Preset .812 <sup>6</sup> .812 <sup>6</sup> '70-'71, from base o	N/A N/A 1.71 1.71 f cover. 7'70-'7	Man Man Man Man <sup>4</sup>	OB OB <sup>5</sup> Dry OB <sup>7</sup> lry cartridg	3 3 3.1 3.2 <sup>9</sup> e. 8 '70-'71		4 4 4 4 34PBICA	171 167 167 167 6. 9 '70-		5.5 4.5 5.2 7 504, 3.55
PLYMOUTH  225 6 Cyl.  273 V8.  318 V8.  383 V8 (man. & U.S. auto.).  383 V8 (Cdn. automatic).  Cdn. 440 V8.  U.S. 440 V8.  426 V8.  All.  For Cricket see Sunbeam	67 67 67 67 67 67	Car Car Car Car Strom Hol Car Car SEE D	SB 2B 2B 2B 2B 4B 4B 2x4B ODGE	BBS-4111 BBD-411(3)SA <sup>16</sup> BBD-412(3)SI <sup>6</sup> BBD-429(6)S <sup>17</sup> WWC3-276 R-3575A <sup>18</sup> AFB-432(6)S <sup>17</sup> AFB-432(6)S <sup>17</sup> AFB-4139S SPECIFICATIONS ., (7). <sup>18</sup> Auto., R	.219 .250 .250 .312 .156 .109(P)/.234(S) .219 .312	  .75 .75 .75 .75 .75	Aut Aut Aut Aut Aut Aut Aut Aut	Dry Dry Dry Dry Dry Dry Dry Dry	3.5-5 5-7 5-7 3.5-5 3.5-5 3.5-5 3.5-5 7-8.5	No No No No No No No	6 16 16 16 16 16 16	190 180 190 180 180 180 180 180	.5 .5 .5 .5 .5 .5	11 14 17.5 14.1 14.1 14.1 14.1
250 IL6. 250 IL6 (Taxi). 283 V8. 227, 396, 427 V8. 230 <sup>30</sup> 250 IL6. 327 V8. 396, 427. 350 V8. 396 V8 (265 hp.), 427 V8 (335, 390 hp.) 350, 400 V8 (2 bbl.). 350, 454 V8 (4 bbl.).	67-68 69 27 '68, 6 67 67 67 68-71 68 68 69 70 70	Roch Roch Roch Car Roch Roch Roch Roch Roch Roch Roch Roch	SB SB 2B 4B SB 2B 4B 2B <sup>35</sup> 4B 2B 4B 0 V8 13	BV YF 2GV 4MV MV 2GV 4MV 2GV35 4MV 2GV 4MV 2GV 4MV 75. 2 '70, 350 V8:	.188*8 .563±.03 .5625** .125, dry filter 1.281 .218 .75 .281 .343*4 .75 .281 .750*5 .250 .718 .250 .718 .25 .455 V8 19.25. 3 7,/427 V8; w/396 V8		Aut	OWP OWP OWP OWP Dry <sup>3</sup> Dry Dry Dry Dry Dry Dry Dry Ns, 18, 25.	5-6.5 5-6.5 5-6.5 4 bbl., 4MV 3-4.5 5-6.5 3-4.58 5-6.5 5-8.5 5-6.5 5-8.5 5-7.5-9 37 Strand 0, 4-5, ss		15 15 15 15 15 15 15 15 15 14–17 15	195 195 180 180 195 195 195 195 195 195	/8, 14. 25. 27 27 27 27 27 27 27 27 27 27 27 27 27	1729 1729 15.0 31 10 10 14.25 13.2515 1039 14.25 18.25 13.255 13.255 13.255 13.252 -770, .250.

### CANADA'S FOREMOST CARBURETOR SPECIALIST







SPEEDI CARBURETOR TUNE-UP KIT

#### MOBOMAK AUTOMOTIVE PRODUCTS LTD.

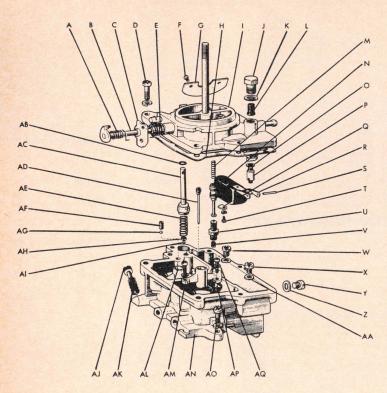
498 GILBERT AVE. . TORONTO 10, ONT.

WAREHOUSES LOCATED IN — HALIFAX — MONTREAL — TORONTO

					FU	JEL						COOL	LING	
MAKE & MODEL	YEAR			Carb	uretor		12000	Air	Fuel F	Pump	Pressure	Th'stat	Fan	Cooling Cap.
MAKE & MODEL	12	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment‡	(Incl. Heater) Qts.
ONTIAC continued								24-5						
7 V8. 0 V8 (245 hp.)	71 71	Roch Roch	2B 2B	2GV 2GV	.8125 .71875	1.75	Aut Aut	OWP OWP	5-6.5 7-8.5	No No	15 15	195 195	75 <sup>1</sup> 75 <sup>1</sup>	13 <sup>5</sup> 13.25 <sup>5</sup> .
0 V8 (250 hp.) 0, 455 V8	71	Roch Roch trand ter	2B 2B <sup>6</sup>	2GV 2GV6	. 5625 . 6875 <sup>6</sup> d all 4 bbl. except B	1.75 1.75 <sup>6</sup>	Aut Aut	OWP OWP	5-6.5 <sup>2</sup> 5-6.5 <sup>2</sup>		15	195	751 751	16.84 15.53,4
	6 4 bbl,	model 4	MV, le	vel . 281, drop not s	pecified.	series; 0. J-0.	° 400 V	o, 10 qt.+	. 4 w/AC.	Add	1 qt. w/AC	C. 5 Ac	ia .75 qt.	w/AC.
oird & Tempest 230 IL6 (1 bbl.)	67 67 67	Roch	SB 4B 2B	BV 4MV 2GC	1.313±.03 .219	1.875	Aut Aut	PF PF	4-5.5 4-5.5	Ξ	14-17 14-17	190 190	=	11.25 <sup>2</sup> 11.25 <sup>2</sup>
bird & Tempest 326, 400 V8 (2 bbl.) mpest 326, 400 V8 (4 bbl.)	67	Roch Car natic tran	4B	AFB	.563±.03 .375±.031 d, 12.1. <sup>3</sup> Firebir	1.875	Aut Aut	PF	5-6.5 5-6.5	Ξ	14-17 14-17	190 190		17 <sup>3</sup> 17 <sup>3</sup>
ebird 400 V8	67	Roch	4B	4MV	.188	d, 10.0.	Aut	PF	5-6.5		14-17	190	_	17:8
mpest, Firebird 250 IL6	68-69	Roch	SB <sup>3</sup>	BV1,3	1.5931,3	1.75	Aut	Dry	4-5.5	_	14-17	190	_	11.254
mpest, Firebird 350, 400 V8 0 L6	68- 69 70 70	Roch Roch	2B <sup>2</sup> 2B 2B	2GV <sup>2</sup> MV 2GV	.563 <sup>2</sup> ,5 .25 .5625 <sup>7</sup>	1.75	Aut	Dry Dry Dry	5-6.5 4-5 5-6.5		14-17 15 15	190 190 190	_	16 75 <sup>6</sup> 9, 25 16, 25 <sup>8</sup>

400, 455 V8 (4 bbl.)	1 w/MT 4 '69, 10	5 '6	MV, hei	am Air. 4 bbl., 4M	.281 Ilso 4B, 4MV, height IV, level .25, 6''( Prix, Tempest, Fire	9, 400 Ram Air	15.25.	7 '70, 350;	400 2 bbl.	. 6875.	8 '70, 350	Firebird:	350 Tem	15.5 <sup>8</sup>
PORSCHE 911 356C, 912 (1600SC). 911S. 912. 911T, 911L, 911S. 911T. 911E, S.	67 67 68-69 68-69 70-71	Sol Sol Weber Sol Web Zen	6xSB 2xSB 6xSB 2x2B 2x3B 2x3B	40PI-4 40PII-4 40IDS3C 40PII-4 40ID(4)3C/3C 40TIN Fuel in	.71 jection		None None None None None None T-(T), L(	Dry Dry Dry Dry Dry Dry Dry A), S(S).	1 4.3 2-4 2.9-3.5 2.6-3.2 4.3 11.8±3 5 911T;	None None None	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 1 2 2 2 2 2 2 2 2 2 2 3	.7 .7 .7 .7 .7 .7 .7 .69, E, S,	2 2 2 2 2 2 2 2 11.8±3.
RENAULT Dauph., Gord., Carav., Estafette Caravelle S-4, R8, R10 (exc. 1300) R4 R16 R8 Gordini R8S, R10 1300 R12 R16TA, TS	. 67-71 . 67-71 . 67-71 . 69-71 . 70-71 . 70-71	Sol Zen Sol Sol Web Web <sup>15</sup> Sol Web djustable 1, 7.5.	SB SB SB SB 2x2B 2B <sup>15</sup> SB 2B - <sup>5</sup> Se	281BT 341GT 10 221DS6 35DISA 40DCDE 32DIR415 32EISA2 32DIR816 saled System.	281 <sup>16</sup> 6 '69-'70, 26DIS 5. 5; R10, Sol., SB, 32C	- - - - - - - - - - - - - - - - - - -	Aut Aut Man Man Man Man <sup>15</sup> Man <sup>16</sup> 8 '69-'70 ke. <sup>16</sup> T	OB Dry Dry Dry OW Dry Dry Dry 183.	2-2.5 2-711 2-5 2.5 2-5 2-5 2-5 2-5 2-5 2-5 0 32DISTA	No No No	4, 5,7 10.7 7 7 7 7 7 7 9–70, 2.5. oke.	180 1848 1848 183 163 183 183 12 '69- TA; TS6.	39 .39 .39 .39 .39 .39 .39 '71, 7.5.	5 7.25 <sup>12</sup> 4 25 5.75 <sup>18</sup> 7.5 6.25 4.5 5.75 <sup>17</sup>
ROVER 3 litre 2000, 2000 TC. 3500S.	. 67–71 . 70–71 <sup>1</sup> Betwe	SU en float c	SB SB <sup>5</sup> 2xSB hamber	HD8 HS.6 HS6 spigot and float learbs., float level .4	, 43751 4,9 . 156 ever. 2 5% in. test	bar under fork. and all '69-'71,	Man Man Aut 4 5% in.	OB Dry Dry test bar b	2-6 2-3 <sup>8</sup> 4-4.5 etween floa	No	4.5-5.5 47 15 and float	1706 187 lever, lid		11.25 8.5 7.6 TC312.
SIMCA 1000 1118, 1204	. 67–69 . 69–71	Sol Sol	SB SB	32PBIC 32BISA system, cap., 5.25	E	Ē	Man Man	Dry Dry	2-2.7 2.8-4.2	No	4 71	176 170	Ξ	4 8 51
1000 MB, 1100 MB	. 67–71	Jikov	SB	S2BST13	-	-	Aut	OW	-	-	-	176	.625	7
SUNBEAM Imp Mk. II Tiger 260 1725 Sedan, S/Wagon Alpine V, Rapier V Arrow, Alpine, Coupe. Alpine GT Cricket	67 67-68 67-70 69 71 2 Alumii 8 Bellow 11 Or 30	Ford Zen Strom <sup>18</sup> Strom Strom Strom num engir	2xSB SB ne; use co 0; pellet ighest po	150CDS <sup>14</sup> 150CDS 150CDS prrosion-inhibited type 186; winter to pints on floats abo	75± .03 <sup>8</sup> 1, 2751 <sup>2</sup> 81 <sup>2</sup> 61-651 <sup>2</sup> 61-651 <sup>2</sup> coolant. <sup>8</sup> Wet suse 186-190 pellet ty we main body face, e Coupe, 7. <sup>16</sup> 76	arbs., inverted.	18 Kapie	er V. Solex	2B, model	None ain body. 75A. B32 PAI	5.			
390, 429 V8	68 69-71		4B TO FO	C7AF-9510-AH C8AF-B <sup>8</sup> DRD SPECIFICA elt (used) between	25/32 Dry ATIONS. alternator and water	r-pump pulley.	Aut Aut 8 429, C	Dry Dry 8SF-E.	4.5-6.5 5-6 9 429, 18.5	No No 9 (19.2 w,	12-15 12-15 /AC), 390	188-212		17 20.59

					FU	EL					COOL	ING	
MAKE & MODEL	YEAR	Make	Туре	Carb	uretor Float Level Height	Float Drop	Choke Type	Air Cleaner Type	Fuel Pump  Pressure Range Vacuum Booster	Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjust- ment‡	Cooling Cap. (Incl. Heater) Ots.
	67-68 67-70 67-70 68-70 67-71 69-71 71 71 71 1 Use sig	4 4 4 4 4 4 4 4 4 4 4 4 7 8 8 9 9 9 9 9 9 1 9 1 1 1 1 1 1 1 1 1 1	2B SB SB <sup>7</sup> 2B 2B 2B 2B 2B 2B 2B evel line.	DW-35 C5B SD40 <sup>7</sup> DW30AA 7B1 7H9 ———————————————————————————————————	.511 .39 .2887 .3666 .38 .256 .370 .23 .394 .138 .394 .138 .301 bath or dry p	94 .52 .4997 .5016 .91 1.899 .33 .8 .035–43 .047 .047	Aut Man Man Aut Aut Man Aut Man Aut Aut	Dry	2.8-4.3 No 2.8-4.3 No 3.4-4.8 No 2.8-4.3 — 3.6-5.0 No 3-4.5 No 2.8-4.3 — 3.4-4.8 — 2.8-4.3 — 2.8-4.3 — of main body.	5 7.1 7 11–15 7 13 7 8.5–12 12.8 0, 2B 21100	180	.575 .5 .57 .575 .6 .6 .5 .4 .47 evel .787,	
TRIUMPH Herald 1200, Spitfire. 2000, TR4, TR4A 1300, GT6. Spitfire III. GT6+, TR6.	67 67–68 67–68 67–68 69–71 69–71		ISB 2xSB 2xSB 2xSB 2xSB SB 2SB <sup>10</sup> 2SB 75CDSE.	B30PSE1 HS2 1.5CD 175CD 1.50CD HS2 <sup>10</sup> 150CDSE <sup>1</sup> <sup>2</sup> GT6+; R6 &	9/16 .563 23/32 16 mm. late Spitfire III, 13.	- - - - - - - s GT6+; TR6	Man Man Man Man Man Man Man Man	Dry Dry Dry Dry Dry Dry Dry TR4A, 5	1.5-2.5 No 1.5-2.5 No 1.5-2.5 No 1.75-2.5 No 1.5-2.5 — 1.5-2.5 — 1.5-2.5 — 5. 7 Also SU, H6.	6.2-7.2 6.2-7.2 7.5 4 7 72 72 9 GT6, 5	163 175 158 176 1.75 1.75	.5 .5 .5 .5 .5 .70, Zen., S	4.75 4.75 6.75 76 31/89 4.75 6.58 6B, CD150.
	67 67 68-71 4 170 ens	z.; 225, 1	SB 2B 4B TO DOI 0.5, 8 FB-4299S	170 auto. trans., E	3BS-4289S; 225 man		Aut Aut Aut 90S; 225	Dry Dry Dry auto. tran	3.5-5 No 5-7 No 3.5-5 No 3.5-5 No	16 16 16 Auto. trans	190 180 180 3., BBD-4	.5 .5 .5	104,12 1411 14.1
	67 68 68 68 69 69 70 71 1 W/8.5	removed	face of m	over inverted; from	1.18810 .2529611 1.18810 13 .2529611 .9061 .265 .6406 .6406 .625 0DCAR or ARBUR n float to cover gaske 0, W/MT; w/AT, 15 7 cu. in5 in. @ 2.	et. 12 Carbur	etor inve	MT: w/A	2.5-3.5 — 2.5-3.5 — 2.5-3.5 — 2.5-3.5 — 2-3.5 — 2.5-3.5 — 2.4-3.5 — 2.5-3.5	7 7 7 7 7 7 15 15 15 15 13.5–17 1. in. engin highest po	e. int of floa	17 17 .25 t should l	6.62 4.87 5 5 6.7 6 8.4 5.1 7



### Toyota carburetors.

- A. Choke valve relief spring
- B. Choke shaft
- C. Choke lever
- D. Screw
- E. Choke return spring
- F. Screw
- G. Choke valve
- H. Air horn gasket
- I. Air horn
- J. Main passage plug
- K. Inlet strainer gasket
- L. Strainer
- M. Power piston spring
- N. Power piston
- O. Needle valve seat gasket
- P. Needle valve
- Q. Power piston stopper
- R. Float
- S. Float lever pin
- T. Screw
- U. Power valve
- V. Power jet

- W. Primary main jet
- X. Secondary main jet
- Y. Drain plug
- Z. Gasket
- AA. Main jet gasket
- AB. "O" ring
- AC. Pump plunger
- AD. Slow jet
- AE. Pump damping spring
- AF. Pump discharge weight
- AG. Check ball
- AH. Check ball retainer
- AI. Check ball
- AJ. Throttle adjusting screw
- AK. Spring
- AL. Primary small venturi
- AM. Secondary small venturi
- AN. Main body
- AO. Screw
- AP. Venturi No. 1 gasket
- AQ. Screw

					FU	EL						C00	LING	
MAKE & MODEL	YEAR			Ca	rburetor			Air	Fuel F	Oump	Pressure	Th'stat	Fan	Cooling
	TEAR	Make	Туре	Model No.	Float Level Height	Float Drop	Choke Type	Cleaner Type	Pressure Range	Vacuum Booster	Cap Rating†	Rating* (Deg.)	Belt Adjust- ment‡	Cap. (Incl. Heater) Qts.
VOLKSWAGEN 1200, 1300 Sedan, Karman Ghia	67 60	S-1	SB	28PICT4			M	OP	2.4	1 1				
1500, 1600 Sedan, Karman Ghia	67-70	Sol	SB	32PHN-14			Man Aut	OB OB	2.6	No No			.6	
1500 beetle	67-68		SB	30PICT4	_		Aut	OB	2.6	No	_	_	.6	<u>-</u>
411 & type III	69-71	Bosch	6		-	-	Aut	OB	28-568	-	_	_	.6	_
1200		Sol Sol	SB SB	28PICT-2			Aut	OB	2.5-3.5	-	_	-	.6	_
VW 1600 (carb.)	4 '68_'69			34PICT-3	arman Ghia 30PICT-2	. '70 1600 32D	Aut 1CT 3	OB 6 Fuel in	2.5-3.5	No 7 '70, 2.	= 2 =	70-71.	. 25	<del>-</del>
VOLVO	00-07	. 1200 201	101-2, 1	Jou Sedan & K	arman Gnia 301 IC1-2	, 70, 1000. 521	101-5.	o r dei ir	jection.	10, 2.	)-5.5.	70-71,	20.	
B18D Engines			2xSB	HS6		_	Man	Dry	1.5-2.5	No	3-4	170	.5	8
130, 140, 1800 <sup>2</sup> , 142, 144, 145			2xSB1		_	_	Man	Dry	1.5-3.5	_	10	180	.375	8
164		Zen	2xSB	175CDE		-	Man	Dry	2.5-3.5	_	10	180	.375	11
142E, P1800E	70-71	Bosch	2 CD	THE			·-	Dry	28	-	10	180	. 43	8
142, 144, 145		SV 800; 140 Z	2xSB Len 2xSB	HIF 175CDE; '70 14	0 series, 175CDE.	<sup>2</sup> 130, 140, 1800	Man 69 only.	Dry 3 '70,	2.5-3.5 @ 12-16 l		10	182 Fuel inject	.375	8

See key to abbreviations on page 113.

#### TRANSMISSION AND CLUTCH

					TRANSMIS	SION						CI	LUTCH		
MAKE & MODEL	YEAR		No. of Forv	ward Speeds	Lubric	ation		Automati	c		Pressure	Fac	ing		D 11
MAKE & MODEL	TLAK	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Pedal Free Travel
ACADIAN and BEAUMONT															
Powerglide	67-69	A	2		3.5	240004	7	3	WC	_	_	_		_	
194, 230, 250 6 Cyl., 283 V8	67-69	M	3	18,19	1.7512.21	1,4	-	_	_	Own	Dia.	9.1210	6.1210	Li.	1-1.5
27, 350 V8 (3-speed)	67-69	M	3	23	1.7512	1	_	_		Own	Dia.	10.413	6.5	Li.	1-1.514
83 V8, (4-speed)	67	M	4	_	2	1	_	_		Own	Dia.	10.4	6.5	Li.	1-15
urbo-Hydramatic	67-69	A	3		6.75	240004	7	3	WC	_					
96 V8 (3-speed)	67	M	3	_	1.75	1	_	_		Own	Dia.	11	6.5	Li.	1-1.5
27 V8 (4-speed)	67-68	M	4	_	212	1	_	_		Own	Dia.	10.413	6.5	Li.	1-1.514
96 V8 (4-speed)	67-68	M	4	_	212	1				Own	Dia.	11	6.5	Li.	1-1.515
07, 327 V8, (3-speed)	68-69	M	3		2.521	1		_		Own	Dia.	10.3416	6.5	Li.	1-1.1251
07 V8 (4-speed)	68-69	M	4	19,20	2.5	1,4	_	_		Own	Dia.	10.34	6.5	Li.	1-1.1251
50 V8	68-69	M	4	18,19,20	2.5	1,4				Own	Dia.	11.022	6.5	Li.	1-1.1251
96 V8 (3-speed)	68-69	M	323	21	2.5	1.4				Own	Dia.	11.0	6.5	Li.	1.125-75
30, 250 L6	70-71	_	3	24,25,26	24,25,26,28	1,4				Own	Dia.	9.12	6.12	Li.	1-1.25
07 V8	70-71		3	25,26	25,26,28	1,4	_	_		Own	Dia.	10.0	6.5	Li	1-1.25
50 V8 2 bЫ.	70-71	_	3	25,26,27	25,26,28	1,4				Own	Dia.	10.34	6.5	Li.	1-1.5
350 V8 4 bbl	70-71	_	4	25,26	25,26,28	1.4				Own	Dia.	11	6.5	Li.	1-1.5
			not recomme	11 91	ft rear and a	10						Line for LI			1-1.0

<sup>1</sup> Seasonal change not recommended. <sup>3</sup> Lift rear end or disconnect driveshaft. <sup>4</sup> All A/T 24000 normal operation; for HD operation, 12,000. <sup>7</sup> Use booster battery. <sup>10</sup> 283 V8, OD 10.0, ID 6.5. <sup>12</sup> '68-'69, 2.5. <sup>13</sup> '68, 10.34. <sup>14</sup> '68, 1-1.5.

15 68, 1.25–1.75. 16 307, 10.0. 17 69, Beaumont 1.125–1.75; Acadian 1–1.25. 18 69, 2 A/T, 2 TD. 19 69, 3 A/T. 20 69, A/T, 4 M/T. 21 69, 2 A/T, 3 A/T 5 pts.: Turbo Hydramatic 6.75; 3 M/T, 4 M/T 2.5. 22 69, 350 V8, 300 hp; 300 V8 255 hp. OD, 10.34. 23 69, 3 M/T HD.

<sup>21</sup> 69, 2 A/T, 3 A/T 5 pts.: Turbo Hydramatic 6.75; 3 M/T, 4 M/T 2.5. <sup>22</sup> 69, 350 V8, 300 hp; 300 V8 255 hp. OD, 10.34. <sup>23</sup> '69, 3 M/T HD. <sup>24</sup> Torque Drive 2 speed; cap. 15 pts. <sup>25</sup> Powerglide 2-speed A/T; cap. 15 pts. <sup>26</sup> Turbo Hydramatic 3-speed A/T; cap. 16.5 pts. <sup>28</sup> 3, 4 M/T 2.5.

AMERICAN MOTORS 199, 232 IL.6; 290 V8 <sup>22</sup> automatic. 343 V8 automatic. American 290, all 343 V8. All 290 V8 except American All 6 Cyl. except American American 6 Cyl. American 232 Manual. 290 V8 2 bbl. 290, 343, 390 V8 4 bbl.	67-69 A 67 M 67 M 67-69 M 68-69 M 68-69 M <sup>21</sup> 68-69 M	3 — 3 — 4 — 3 — 3 — 3 — 3 — 3 — 3 — 3 —		13 7 15 7 15	8 8   FICATIONS	- I - I - I	BB 9-Co. BB 9-Co. BB Dia. BB 6-Co. BB 6-Co.		6.75 6.75 6.0 6.13 6.13	Li. Li Cable Li. Li.	
	70 M 70-71 A 70-71 M 71 M	3 - 3 3 - 3 32 <sup>3</sup> - 3 3 - 3 tery. <sup>8</sup> Lift rear whee <sup>22</sup> Not '70. <sup>23</sup> '70, 30	2.1 2.1 2.5 <sup>23</sup> 2.1 2.1 els or disconnect 360, 390, 4-sp	13 7 13 7 13 — 13 — 13 — driveshaft.	8   3 No periodic 24 '70, Javel	WC - I - I - I change re	BB Dia.  BB 9-Co. Dana 3-Co. BB Dia. q'd. 14 290 V8 0 x 6.5. 25 '71	9.5 	6.0 6.75 <sup>21,25</sup> 6.0 6.75 290 V8, 10. 8, 11x6.5.	Cable Li. Li. Cable	None 1 1 None
	67 M <sup>11</sup> 67-71 M 67 M <sup>12</sup> 68-71 M 68-69 M 68-69 M 58-71 A 1 Overdrive optic 10 Push in neutre 14 Periodic chans	4 311 4 28 4 1 4 312 4 21 4 21 4 2- 4 1 4 21 6 2 1 6 2 5 mph, select L., te not req d. 16 Auton, hengage 2nd gear. 20	1! Auto trans	optional 12	Ontions auto	AC   AC   AC   AC   in unit w	BB 6-Co. BB 6-Co. BB Dia. BB Dia. BB Dia. BB Dia. BB Dia. Graphia. BB Dia. BB Dia. Graphia. G	eed w/over	drive 13	Hyd. Hyd. Hyd. Hyd. Hyd. Hyd. Sprite 7. s engine.	. 125 . 125 . 125 . 125 . 125 . 125 . 125 . 125 . 125
BMW 1800, 1800 TI		4 —	2.2	4000 —			FS —	7 9	5.1	Hyd.	.7998
BUICK 225 V6; 300, 340 V8 (2 speed) 225 V6 (3-speed) 300, 340, 350, 400 V8 CS 400 V8 340, 400, 430 V8 (3-speed) 250 L6 350, 400, 430 V8 HD (3-speed) 350 V8 455 V8 Electra, Custom, Riviera (455 V8)	67 M 67-68 M 67 M 67-68 A 68-71 M 68 M 70-71 — 70-71 — 70-71 A	2	Γ <sup>24</sup> 3 <sup>23</sup> 4. 25 /T. at 24,000 mi	1 9 1 — 1 — 1 9 1 — 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 2,000 n H	8 — 8 — 8 — 8 — 8 8 8 8 BD operation.	WC 20 WC WC WC 8 Rear	Own Dia. Own Dia. BB Dia. Dia. BB Dia. BB Dia. BB Dia. BB Dia. BB Dia. BB Dia. end lift and carr	9.12 10.4 <sup>15</sup> 11 9.12 11.0 <sup>19</sup> 10.4 11.0 yy. <sup>9</sup> Boo		Li. Li. Li. Li. Li. Li. Li. Li.	
CADILLAC All (Turbo Hydra-Matic)	19 350 V8, 10.4. 22 '69, 350 w/2 l 67-71 A 1 Trans. dry; rel 9 '67, 6 pints ref and strainer re	3 3-sp. 3 Do not pp. 4 Do not p	9. 251, 9.10 9. 251, 9.10 ush; use booster add 3 pt. 10 10 10 series; 69300 2	A/T, cap. 2.5; ched M/T 2.5; 35  24000 <sup>5</sup> * battery. 4 Se 68, 13.5 pts. exc 11.5 and 9.5; '7(  3—Borg and Bec	ange 24,000, 0 Hydramatic 4 lect neutral. ept 693, pan r 0, 69300 dry, 2	WC Do not ex emoved. 21.5; pan	Hydramatic 4.25  ———————————————————————————————————	<sup>21</sup> '69, 3 5; '71, 350 H 5 For H.D. a removed 1' oved, 9.5.	350, 400, 4 M (ydramatic, operation, 19, dry 21.5.	M/T, cap. 6. <sup>24</sup> '70	. 2.5. '71, 4 M/T.  20; pan

		F 25			TRANSMIS	SION				1		C	LUTCH		
			No. of Forw		Lubric			Automati	c		Pressure	Fac	ring		
MAKE & MODEL	YEAR	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv.	Make	Springs	Outside Dia.	Inside Dia,	Actu- ation	Pedal Free Travel
						(IIIIes)	mstrs.	tions	1	1			1	1	1
CHECKER All (3-speed manual)	67-69	M <sup>7</sup>	3	_	2.6	15000	_	_		BB <sup>9</sup>	Dia.	115	6.56	M	1-1.375
	'67-'70 o			mph, turn on		150008 lect D.	Rear w	heels off g		BB drivesha	ft disconn	ected. 5	·68, 10.	6 '68, 6.	0.
	'69, 6 cyl	. only.8	'71, 20,00	0. 9 Chevr	rolet.										
CHEVROLET Corvair All Powerglide	67-68	A M	2 3	12	3.5 3.2511	24000 <sup>7</sup>	5	5	AC	Own	— Dia.	8.06	6.0	— Mech	
Corvair All 3 speed trans	67-68	M	4	key on, enga	3	4	_		_	Own	Dia.	8.06	6.0	Mech.	.75-1.25
	9.12 OD	, 6.12 I	D. <sup>7</sup> For I	H.D. operation	n, 12000.	11 '68, 2.5	. 12 '6	9, 4 M/T	, 2 A/T, c	capacity	3.75; cha	nge 24,000,	H.D. opera	ation, 1200	)0.
Turbo Hydramatic	67 67	A	3 2	Ξ	6.75 3.5	24000 <sup>2</sup> 24000 <sup>2</sup>	10 10	11 11	WC WC	_			Ξ		
250 L-6, 283, 327 V8 (3-speed)	67	M M	3 3	_	1.75	1	Ξ	Ξ	_	Own Own	Dia. Dia.	9.12 <sup>26</sup> 11.0	6.12 <sup>26</sup> 6.5	Li. Li.	1-1.5 1-1.5
283, 327, 396, 427 V8 (4-speed)	67 No period	M dic chan	ge. <sup>2</sup> Norn	mal operation.	For HD o	o'n. 12000.	- 10 Us	e booster	battery.	Own 11 Li	Dia.	10.428 l or disconn	6.5 ect drivesh	Li. aft.	1-1.5
All <sup>1</sup>	283 V8,	OD 10.	0, ID 6.5; 32	7 V8, OD 10. 1968 SPECIF	4, ID 6.5.	28 396,	127 V8, C	D 11.							
	427 V8 3	& 4-spe	ed; As for 39			6,7			WIC	0	D:	0.12	( 12	,.	1-1.54
230, 250 6 Cyl	69	M M	3	11 11,12,13	2.5 <sup>3</sup> 2.5	6	=	Ξ		Own Own	Dia.	9.12 11.0 10.34	6.12 6.5 6.5	Li. Li. Li.	1-1.25 1-1.5 <sup>4</sup>
307, 327 V8	69	M M	3 3 HD	11,12,13	2.58 2.59	6,7 6,7	_		WC	Own Own	Dia.	11.01	6.5	Li.	1-1.5 <sup>4</sup> ,5 1-1.5 <sup>4</sup> ,5
	69 350 V8, 3	M 300 hp.;	350 225 hp.,	13,14 10.34OD.	2.5 <sup>10</sup> 2 4 M/T; 2	3 A/T: Ca	maro on	ly 3 M/TI	HD. 3	Own 6 cyl. F	Dia. Power Glid	11.0 le & Torque	6.5 Drive 5, T		ra-Matic
7	2 3 A/T	normal	operation 24.	1.125-1.75; 000, H.D. ope	eration 12.00	0. 8 M	T: 2, 327	7 V8 w/Po	wer Glide	e 5.5; 30	07, 327 V8	w/Hydra-l	Matic 6.75.	no period	ic change.
250 L-6, 350 V8 (250 hp)		lide 5.5, M	Turbo Hydra	2 AT1.5	2.53	A/1 6.75.	_ 11 4	M/1.	12 2 A/T. WC	Own	A/T. Dia.	9.126	6. 12 <sup>6</sup>	Li.	1-1.5
350 V8 (300 hp)	70-71	A	21	32	3	4 4	_	=	WC	Own	Dia.	10.34	6.50	Li.	1-1.5
1'	'70 only.	Power (	Glide. 2 '70	option & '71 HD operation	on, 12,000.	dra-Matic. 5 3 A/T,	Turbo F	T; Power Iydra-Mat	ic. 6	Turbo 1 71, 250	Hydra-Ma L-6, 10.34	tic 350 16.5 x 6.5; 350	5, 400 18.5 V8, 11 x 6	. 4 M/	T not
Chevy II Powerglide		A M	2 3		2.5 <sup>13</sup> 1.75	14	<u>-</u>	3		Own	Dia.	9.115	6. 115	Li.	1-1.517
Chevy II 327 V8 (3-speed)		M M	3 4		1.75	14 14	Ξ	$\equiv$	_	Own Own	Dia. Dia.	10.4 10.4	6.5	Li. Li.	1-1.5 1-1.5
307 V8 (4-speed)	68 68	M M	4 3		2.5	14	Ξ	$\equiv$		Own Own	Dia. Dia.	10.34 10.34	6.5	Li. Li.	1-1.125 1-1.125
327 V8 (4-speed)	68 68	M M	4 3	Ξ	2.5	14 14	=	_		Own Own	Dia. Dia.	10.34 11.0	6.5	Li. Li.	1-1.125 1-1.12
350 V8 (4-speed)	68	M	TO CHEV	ROLET SPE	2.5 CIFICATION	ONS ABOV	/E.	-		Own	Dia.	11.0	6.5	Li.	1-1.125
Nova 230, 260 L6	70-71	_	3	2 A/T <sup>1,5</sup> 2 A/T <sup>1</sup>	1,2,5,6 1,2,6			5		Own Own	Dia. Dia	9.12 10.34	6.12	Li. Li.	1-1.5 1-1.5
11074 507 40															

<sup>5</sup> Torque Drive, cap. 15. 6 3, 4 M/T cap, 2.5. 7 M/T, not required. A/T, 24,000 miles; 12,000 in HD operation. <sup>18</sup> Total refull, L-6 eng., 15 pts., V8 eng., 16.75 pts. <sup>14</sup> Not required. <sup>18</sup> 283, 307 V8, OD 10.0, ID 6.5. <sup>17</sup> '68, I—1.125. <sup>17</sup> '68, I—1.125. <sup>18</sup> WC Own Dia. 10.34 6.50 Li. 1.125—1.7	75
M . C 1 250 V9 240 2501 70 71 2 2 4 751 195 6 W/C O D: 10 24 6 50 1: 1 125 1	75
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	
<sup>1</sup> Power Glide, cap. 15. <sup>2</sup> Turbo Hydra-Matic, cap. 350, 16. 5, 400, 18. 5. <sup>4</sup> 4 M/T. <sup>5</sup> 3, 4 M/T cap. 2. 5. <sup>6</sup> '70 M/T not required; A/T 24,000 miles, 12,000 on HD operation. <sup>7</sup> '71, 11.0.	
Vega	
<sup>1</sup> A/T, 15 pints. <sup>2</sup> A/T, 12 M or 24 M. <sup>3</sup> Torque drive, A & WC. <sup>4</sup> 110 hp, 9.12 x 6.12. Chevelle, All W/P'Glide	
Chevelle 6 Cyl., 283 V8 (3-speed) 67 M 3 — 1.75 <sup>1</sup> — — Own Dia, 10 <sup>11</sup> Li, 1-1.5	
Chevelle 327 V8 (3-speed)       67       M       3       —       1.75       1       —       —       Own       Dia,       10.4       6.5       Li.       1-1.5         Chevelle 396 V8 (3-speed)       67       M       3       —       1.75       1       —       —       Own       Dia,       11       6.5       Li.       1-1.5	
Chevelle 283 V8 (4-speed)	
Chevelle 396 V8 (4-speed)	
Chevelle (Turbo-Hydramatic)	
230, 250 L6	
307, 327 V8 (3-speed)	
396 V8 (HD 3-speed)	
396 V8 (4-speed)	5
250 L6, 307 V8, 350 V8 (245-250hp) 70-71 — 3 4 M/T <sup>17</sup> <sup>15</sup> , 16, 18 1, 5 — WC Own Dia. 9, 12 <sup>19</sup> 6, 12 <sup>19</sup> Li. 1, 125-1, 7	
350 V8 (300 hp), 402 V8 (330 hp), 452 V8 (330 hp), 452 V8 (70-7) — 4 2 Å/T <sup>15</sup> , 20 15, 16, 18 1, 5 — WC Own Dia 11.019 6.5 Li. 1.125-1.7	5
<sup>1</sup> M/T not required. <sup>3</sup> Use booster battery <sup>5</sup> 24000 in normal operation. For HD op'n. 12000. <sup>10</sup> Lift rear end or disconnect driveshaft. <sup>11</sup> HD clutch 283 V8, 11 x 6,5, <sup>12</sup> '68, 2 5, <sup>13</sup> '68, 10, 34, <sup>14</sup> '68, 1, 125–1, 75, <sup>15</sup> Power Glide, cap. 15. <sup>16</sup> Turbo Hydra-Matic, cap. 350,	
16.5, 400, 18.5. 17 '70, Not w/250 L6. 18 3, 4 M/T cap. 2.5. 19 307 V8. 350 V8 250 hp, 300 hp OD 10.34, ID 6.5. 20 '70, Not w/402, 454 V8.	
Camaro 6 Cyl. (3-speed)	
Camaro 6 Cyl. (4-speed)	
Camaro 327 V8 (4-speed)	
Camaro 350, 396 V8 (3-speed)	
Camaro 350, 396 V8 (4-speed)	
69 REFER TO CHEVROLET SPECIFICATIONS ABOVE.	
250 L6	
307 V8, 350 V8 (245-250 hp)	
Not required. 2 Heavy duty clutch, 11, 4 HD operation: 12000. 4Use booster battery. 5 Lift rear end or disconnect driveshaft. 6'68, 2.5.	
7 '68, I-I, I25. 8 Power Glide cap. 15. 9 '70, Torque Drive cap. 15. 10 Turbo Hydra-Matic cap. 350, I6.5; 400 I8.5. 11 3, 4 M/T cap. 2.5. 12 M/T, not required. A/T 24,000 miles; HD operation, I2,000. 13 '70, 350 V8 (320 hp), 402 V8 only, HD. 14 '70, 3, 4 M/T cap. 3.	
Corvette (Powerglide)	
Corvette (Fowerginde) 07 A 2 3.5 WC WC WC	
Corvette 327, 427 V8 (4-speed)	
427 V8 (4-speed close ratio)	

					TRANSMIS	SION	# S. 25			1		CI	LUTCH		
MAKE & MODEL	YEAR		No. of Forw	ard Speeds	Lubrio	cation		Automati	ic		Pressure	Fac	ing		Pedal
	TEAK	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Free Travel
CHEVROLET continued															
350 V8 (270, 300, 330 hp)	1 Heavy d	_ uty, 2-2	3 4M/T 2.5. 2'71.	/ROLET SP. 4 M/T 3 A/T <sup>18</sup> 454 V8, 425	2.5 <sup>18</sup> 2.5 <sup>18</sup>	19 19	_	_ _ 	WC WC V8, 11,	Own Own 15 '68.	Dia. Dia. 2.5.	11.0 11.0 <sup>2</sup> 17 '68, 1.25-	6.5 6.5 <sup>2</sup> 2.0. 18 *	Li. Li. 70 Turbo	1.25-2.0 1.25-2.0 <sup>1</sup>
CHRYSLER All (W/Auto, Trans.)	Hydra-N 67-71 1 No chan	Matic, ca  A ge req'd	p. 350, 10.5,	400, 18.5. — etc., 24,000.	<sup>19</sup> M/T, no	ot required.  1  9, 15.5 pts.;	A/T, 24	000 miles:	WC WC	ration, 1	2000. <sup>2</sup> 4 bbl., 13	<sup>0</sup> '70 only, 3	50 V8 (350. — o not push s	, 370 hp)	4 M/T only.
IDS19A and SW, DS21 and SW. D19A. All	67 68–71	M <sup>1</sup> M M <sup>1</sup> ic hydra	4 <sup>2</sup> 4 <sup>2</sup> 4 <sup>2</sup> ulic clutch co	ntrol; except	3.5 3.5 3.5 '69 ID19b.	12000 12000 12000 2 Overdri	- ve fourt	No h gear.		Fer Fer Fer 019b, '70	9-Co. 9-Co. 9-Co.	9.06 9.06 9.06 pecial; other	5.56 5.56 5.56 es hyd.	Cable <sup>1</sup> Cable Cable <sup>3</sup>	1 1
DATSUN  1300 & S/Wagon  Datsun L-510S & S/Wagon  1300 <sup>8</sup> 1600 & S/Wagon  1600 & S/Wagon  1600, 2000 Sports  1000  1200 & Coure  240Z Sports	68-69 68-71 68-71 66-70 68-70 70-71	M A M A M M M	4 4 4 3 4 4 4 4 4 4 4 4 4 4 7	3 	4 3.2 3.2 14.8 4.6° 1.75 2.6 3.2	20000 30000 30000 7 30000 30000 30000 30000	5	5 -	WC	Nissan Nissan Nissan Nissan Nissan Nissan Nissan	9-Co. Dia. Dia. Dia. Dia. Dia. Dia.	7.87 7.87 7.87 7.87 6.30 7.09 8.86	5.12 5.12 5.12 5.12 	Hyd. Hyd. Hyd. Hyd. Hyd. Hyd. Hyd.	.5 1 0.8 
DODGE All W/TorqueFlite 170 IL.6 273 V8, 318 V8. All 383, 426, 440 V8 225 IL.6 340 V8 and all 4-speed 340, 383, 426, 440; all 4-speed 198, 225 L.6 318, 340 V8. 383, 426, 440 V8. 383, 426, 440 V8.	67-70 67-69 67-69 67-69 67-69 68 69 70-71 70	A M M M M M M M M	3 3 3 4 4 3 4 4 3 3 <sup>20</sup> 4 3		16.513 5.011 3.511.15 612 4 6.0 6.516 419 420 6.5	(	3	9 — — — — — — — — — — — — — — — — — — —	WC	BB Aub. BB BB BB Aub. BB	6-Co. 3-Co. 16 9-Co. 6-Co. 12-Co. 02-Co. 3-Co. 9-Co.	10.5 9.25 10.5	6.12 <sup>14</sup> 6.5 <sup>14</sup> .16 6.5 6 6.5 6 6.5 6.5 7 <sup>21</sup> 6.5	Li.	
360 V8, 383 4 bbl., 440 3-2 bbl. 340 V8. 383 V8, 4 bbl. 383 V8, 2 bbl. 383 V8 2 bbl., 440 4 bbl. 426 V8. Colt	71 71 71 71 71 71 1 Or BB. 13 '68-'70, w/2 bbl.	170, 19 5; 426	8 11.0 pts. 22 7.0. 17 383	ery. <sup>4</sup> No 25, 13, 25 pts. 3 w/2 bbl., 42 6.5. <sup>22</sup> Se	, all V8, 15 p	ots.; '69-'70	11-15 p	19 A	'69, 6.0. 1 198 and	225 Day	), 5. 16 rt, 5.5.	11 11 - 7.9 11.'68-'	6.5 6.5 6.5 5.5 69, 5.5 pts. 8, 9-Co., 10 rt 340, 4-spe	0.0, 6.75,	.156 .156 .156  .8–1.2 .3.7.5 pts. .383 .5.5.

FIAT	(7.71	14		7	(000				F	"	( 20	4 22	MI	1 275
850 Sedan, Coupe, Convertible & Racer. 1500 Convertible, Sedan		M	41 —	.7	6000			- 100	Fiat Fiat	6-Co.	6.30 7.88	4.33 5.59	Mech.	1.375
124		M	4 -	3	6000				Fiat	Dia.	7.165	5.0	Li.	1/2
124 Conv., Coupe, 124S Sed., S/Wagon.	68-71	M	4 _	2.18	6000				Fiat	Dia.	7.87	5.59	Cable	.31
124 Spyder		M	4 51	2.18	6000				Fiat	Dia.	7.87	5.59	Cable	31
124S Sedan, S/Wagon.	71	A	3 -	13	24000	2	3	WC	_	_			_	
128	. 71	M	4 —	5.5	20000	_	_	_	Fiat	Dia.	7.16	5	Mech.	1
		ve high gear.	<sup>2</sup> Do not push.	<sup>3</sup> Not more	than 30 m	iles. No	t faster	than 30 m	ph.					
FORD														
Falcon 170 IL6 (3-speed)	. 67	M	3 —	1.25	4		1		Long	6-Co.	8.5	5.4	Li.	1±1/8
Falcon C4 automatic			3 —	13-14.5	4	6	2	WC	_	_	_	-	_	_
Falcon 200 IL6 (3-speed)	. 67		3 —	1.25	4	-	_	-	Long	6-Co.	9	5.4	Li.	1± 1/8
Falcon 289, 302 V8 (4-speed)	. 67–68	M	4 -	37	1	-	-		Long	9-Co.	10.411	6.5	Li.	1 ± 1/8
Falcon 289 V8 (and all '68 3-speed)	. 67-68		3 -	3	11	- 21.	-		Long	9-Co.	10.0	6.5	Li.	1±1/8
		y with chains ster battery.	on bumper arms bety	ween body an 11 '68, 10	a bumper.	. LI	irt rear v	vheels or d	isconnect	drivesnari	. · rer	lodic char	ige not reco	mmended.
F:1 C4:		The state of the s	rord design, 3.3	13-14.5	1	3	4	WC						
Fairlane C4 automatic			3 -	13-14.5	1	0		wc _	I	9-Co.	92	5.4	Li.	1±1/8
Fairlane 6 Cvl. (3-speed)		M		2	1				Long Long	9-Co.	10	J.4 —	Li.	1± ½ 1± ½
Fairlane 390 V8 (2V, 4V) 3-speed		M	3 _	3	1				Long	9-Co.	11		Li.	1± ½
Fairlane 390, 427 V8 (4-speed)		M	4 _	3 2521	1			_	Long	9-Co.19			Li.	1±1/8
Fairlane C6 automatic		A	3 -	21.2	1	3	4	WC	_	_		_		- 18
Fairlane 289, 302 V8 (4-speed)		M	4 —	3	1	_	_		Long	9-Co.	10	_	Li.	1± 1/8
Fairlane 289 V8 (3-speed & OD)	. 67	M	46 —	3	1	-	-	_	Long	9-Co.	10	_	Li.	1±1/8
Fairlane 390 V8 (2V) automatic	. 67		3 —	18.5	1	3	4	WC			-			-
	1 Periodic	change not r	ecommended. 2 H	eavy duty 9.	5 in. availa	able.	3 Use be	ooster batt		Lift rear	wheels or	disconnect	driveshaft.	
		gear overdriv	e. 18 289 V8, 2.18.		8. 12-Co.,	11.5 OL	). 21	'68, 3.0 pt						
Mustang 289, 302 V8 (4-speed)	. 67–68	M	4 —	3	1	-	-		Long	9-Co.	10	6.5	Li.	1±1/8
Mustang 3-sp. C4 Auto. Trans		A	3 -	13-14.5	1	2	2	WC	-	-			-	
Mustang 289 V8 HP (4-speed)		M	4 —	3.25	1	2	-	WC	Long	9-Co.	10.4		Li.	1± 1/8
Mustang C6 automatic		A M	_	311	1		3	wc wc	Long	9-Co.10	1010		Li.	1± ½
200 IL6, 289, 302 V8 (3-speed)		M	3 _	3	1				Long	12-Co.	11.5		Li.	1±1/8
Mustang 390 V8 (4-speed)	67-68	M	4 –	3.	1		_	200	Long	9-Co.	10.0	_	Li.	1±1/8
Tradeang 570 To (Topeca)			ecommended. 2 Use		ry. 3 Lift	rear wh	eels or d	isconnect o			L6, 1.25	ot., 6-Co.,	9 OD. 11	68, 1.75 pts
(Full-size Ford)														
352, 390 V8 (3-speed)	. 67	M	3 —	3	3		_	_	Long	913	11	7.0	Li.	1±1/8
390 V8 (4-speed)		M	4 —	3	3	_	-		Long	9-Co.	11	7	Li.	1± 1/8
240 6 Cyl., 289 V8 (3-speed)	. 67	M	3 –	3	3	-	_	_	Long	6-Co.4,1		_	Li.	1±1/8
427, 428 V8 (4-speed)	. 67–68	M	4 —	3	3	-	_		Long	12-Co.	11.5	-	Li.	1±1/8
C4 Automatic <sup>1</sup>	. 67–68	A	3 -	13-14.5	3	16 16	8	WC	_	-			-	
C6 Automatic <sup>7</sup>	. 67-68	A	_	21.5	3	16	8	WC	-					
390 V8 (2V) automatic	. 07-00	A M		318	3		_	wc	Long	9-Co.19	10.019		Li.	1± 1/8
302 V8	. 68	M	4 –	3	3				Long	9-Co.	10.0		Li.	1± 1/8
390 V8.	68	M	3 -	3	3		_		Long	9-Co.	11.0	_	Li.	1± 1/8
	1 240 IL6		8 Regular drain and r	efill net recon	nmended.			D clutch,	11 in. dia.	9 springs.		V8 (not 2	V in '67), 42	
	8 Lift rea	wheels or di	sconnect driveshaft.	16 Use boos				9-Co., 10.			1.75 pts.		V8; 200-6, 6	
	240-6, 6	Co. 9.0.												
240 IV	. 69-71		3 –	35	3	2	4	WC	Long	6	9.5	_	Li.	1±1/8
240 IV (HD)	. 69-70		3 HD —	35 3	3	2	4	WC	Long	9	11	-	Li.	1±1/8
Ford & Meteor, 302 2V	. 69	M	3 —	3	1	2	1	WC	Long	9	10	1	Li.	1±1/8
1 1	4.1		A TW7 A	II DD	D	J D1	CI	C-III-	C. C	1 D	: D.1.	D:	D: -1	
A-Automatic. AC-Air cooled.			AW—Air and water co		Borg and			-Cable.	Co-Co		i-Daikin		-Diaphragm	
Fer-Ferodo. FS-Fichtel and S	acns.	iya—riyarau	ic. Lay-Laycock	. LI-LIN	kage.	vi-iviar	lual.	00-011	below.	WC-W	ater cooled			

			V -2 -2		TRANSMIS	SSION						CI	LUTCH		
MAKE & MODEL	YEAR		No. of Forw	ard Speeds	Lubri	cation		Automati	С		Pressure	Fac	ing		D. 1.1
WAKE & WODEL	TEAR	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Pedal Free Travel
FORD continued															
Ford, Meteor & Mercury, 390 2V. Ford, Meteor & Mercury 390 4V. 429 4V. 170 IV. 200 IV. 302 2V. 390 2V. 351 2V. 4V. 428 4V. 302 V8 4V Boss. 460 V8 4V. 200 IV. 250 IV. 400, 390 2V.	69 69-70 69-71 69-70 69-71 69-70 70-71 70-71 71 69-71	M M M M M M M M M M M M M M M M M M M	3 4 4 3 3 3 3 3 4/T 4 3 4/T	4 4 4 M/T 4 M/T	3 3 3 35 35 35 35 35 35 45 22 35 21	3 3 5 5 8 8 8 3 3 3 5	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4	WC WC WC WC WC WC WC WC WC	Long Long Long Long Long Long Long Long	9 9 12 6 9 9 11 9 12 9 	11 11 11.5 9 10 10 11 11 11.5 10.4 - 9.0 10.0		Li.	± ½   1 ± ½   1 ± ½   1 ± ½   1 ± ½   1 ± ½   2 ± ½
	71 71 1 On 390 4		3 A/T 4 3 2 Booster		45 6 6 8 Regular dr	3 3 ain & refill 1			WC	Long Ford rear wh	12-Co. 6-Co. eels or disc	11.5 — connect driv	e shaft.	Li. Mech.	1± 1/8 1
FORD (European)	5 '70-71, t	o bottor	n of filter hole	e (automatic)	. 6 Use of	lipstick.	7 4-speed	l, 4 pints.							
Anglia, Čonsul 315 & Capri. Cortina Cortina GT. Cortina 1300, 1600. Cortina 1300, 1600. Cortina 1600 GT. Capri 1600. Capri 1600. Capri 2000. Capri 2000.	67 67 68-71 68-71 68-71 71	M A M M A M M M M A eter batte	4 3 4 4 3 4 4 4 3 2 No	change requir	1.75 6 1.013 2.13 <sup>6</sup> 11.25 2.13 <sup>6</sup> 2.4 2.3 11 red. 4 Di	5000 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 - 1 - - - 1 ve shaft,		AC AC	Ford Ford Ford Ford Ford Ford Ford Ford	6-Co. Dia. 6-Co. 6-Co. 6-Co. 6-Co. 70, 1.7.	7.22 7.54 7.54 <sup>7</sup> 7.54 <sup>7</sup> 7.5 8.5 8.5	5.0 5.36 5.36 5.36 	Hyd. Hyd. Hyd. Hyd Mech. Mech.	.0625
HILLMAN Husky III. Super Minx.	67 10 HIC pro		4 4 -adjustable; S 70 m. cyl.	 Series V, .080	2.75 3.5 between pe	6000 6000 edal stem an	_ d pedal s	 		BB BB pedal s	6-Co. Dia. tem and p	8 8 edal stop, .		Hyd. Hyd. w/.75 m	11, 11 . cyl.,
HONDA S600	67 1 Indirect	M	41	_	1.8	11000	-	-	_	Own	Dia.	6.5	4.34	Hyd.	.48
All	67-71 1 Use boos	A ter batte	ery. <sup>3</sup> Lift	rear wheels	15.55 or disconnec	t driveshaft.	1 4 No	periodic	WC change re	- eq'd	5 '70. <u>₹</u> 15;	71 15.7.	_	_	-
Bellett		M 28 from o	4 clutch cover f	— itting position	3.5 to release	12000 ever extrem	ity.	_	-		9-Co.	8	-	Hyd.	
JAGUAR XK "E", Mk X, Mk II 3.8, 3.8 "S" 3.8 Mk II & "S", Mk X & "340"	67	M¹ A	4 3	1	2.5 <sup>2</sup> 15	10000 12000	<u>-</u>	<del>-</del>	AC	BB —	12-Co.	6	=	Hyd.	<u></u> ₩ 10

4.2 litre (Man. Trans.), all '68 340	. 67-69 . 67-71 . 67 . 69-71	M A A A A A A A A A A A A A A A A A A A		2.5 <sup>2</sup> 16 2.5 2.5 <sup>2</sup> 2.5 , 340 w/AT,	12000 12000 12000 15 pts.	- 3 - - 13 8 In neu		WC WC -20 mph	Lay. <sup>12</sup> Lay. BB BB then select	Dia. Dia. Dia. t L.			Hyd. Hyd. Hyd.	1610 1610 1610 1610
KAISER-JEEP CJ5, CJ6, FC150, FC170 (4 sp.). DJ5, DJ6. 6-232 Hi-Torque engine (3-speed). Gladiator (all 4-speed). Dauntless V6 (3-speed). All Automatic. All V-6, Wagoneer, Gladiator 232. Wagoneer V8, Gladiator (232 & V8)	. 67 . 67 . 67 . 67 . 67–71 . 68–71	M 4 4 M 4 M 4 M 4 M 4 M 4 M 4 M 4 M M 4 M		6.75 2.5 2.125 2.125 2.125 8 2.125 2.125	10000 10000 30000 30000 30000 24000 30000	10 At :	slave cylin	wc	Aub <sup>1</sup> Aub <sup>1</sup> BB BB BB BB BB	3-Co. 3-Co. 6-Co. 6-Co. 3-Co. 3-Co.	8.5 <sup>2</sup> 8.5 10 10 10.4	5.12 5.12 6 6 6 6.5	Li. Li. M M M	peed 30 mph.
LAND ROVER All (four wheel drive)	12 '69, all V6 . 67–68 . 69–71 1 Plus trans	M <sup>1</sup> 4 M 4 fer box, ratio	Gladiator over 5000C	2.5 2.5 8 (low).	10000 10000 3 Diaphragn	ans. and	transfer ca	ese); if t	BB BB	s Dia.	ip, 10; CJ3 ise rear wh	eels or diser	CJ6-6A, 9 gage driv Hyd. H	9.5 optional, eshaft.
All except Mk III	. 68–69 70–71 2'67–'69, ca	A 3 A 3 REFER TO		17 <sup>2</sup> 26.6 ATIONS. ry. <sup>4</sup> Life	5 5 t rear end o	3 3 r disconn	ect drives	WC WC	- 5 No perio	odic chan	eging.			=
1500 Sedan, Estate 1800 Sedan 1200 Sedan, Estate 1200 Sedan R100 Coupe 616.	. 69–71 II . 69–71 II . 69–71 II . 69–71 II	M 4 M/A 4 M 4 A 3 M 4 M/A 4	3 A/T	2.751200 2.75 <sup>3</sup> 2.75 12.7 3.17	12000 <sup>3</sup> 12000 — 12000 12000	1 1 1	2 2 2 2	WC WC AC	Dai. Dai. Dai. Dai.	Dia. Dia. Dia. Dia. Dia.	7.87 8.46 7.26 7.87 7.87	5.12 5.91 5.00 	Hyd. Hyd. Hyd. — Hyd. Hyd.	0.8-1.2 0.8-1.2 0.8-1.2 
MERCEDES-BENZ 180, 180D, 190, 200, 200D. 220b, Sb, SEb, 230, 230S. 230SL. All automatic transmissions. 250, 300 series.	. 67 1 . 67 1	M 4 M 4 M 4 M 4 M 4 M 4	ly. <sup>2</sup> Lift rear who	2.5 <sup>5</sup> 2.5 <sup>5</sup> 2.5	10000 	haft.	3 M/T; A	/T 12.7	FS FS FS	9-Co. 9-Co. 9-Co.	mended.		Li.8 Hyd. Hyd.	18 .008-20 <sup>6</sup> .15 <b>7</b> <sup>10</sup>
All. 220, 230, 250. 280. 300, 600.	. 68 . 69–70 . 69 . 69–70	SPECIFICA M 4 M 4 A 4	then select D or I	2.811 2.517,22 8.420,23	12000 <sup>12</sup> 12000 <sup>12</sup> 24000	13 13 13	14 14 14 25 mmh	Oil Oil Oil If over & 190D	FS  15  15  16  17  18  3 miles lift c Hyd., 0	9-Co. Dia  rear end 08-20 be	and tow.		-	16 16 — Diston.
A—Automatic. AC—Air cooled. Fer—Ferodo. FS—Fichtel and Se	A/T S/8, S	S/E8, 9.6, S	<sup>6</sup> Between pedal plator. <sup>10</sup> At slave of the slave of t	1/T, 4; A/T	, 300 SEL/8	Beck.	OSEL/6.6	6, 600 15	Co—Coil	automat Dai	Daikin	peed A/T.	position 2 18 Except 22 '70, aphragm.	M/Γ 2.8;

Harris Harris and Section 18 100 100 100 100 100 100 100 100 100				7 2 7 7 7 7											The state of the s
					TRANSMI	SSION	800						CLUTCH		
MAKE & MODEL	YEAR	N 12	No of Forv	vard Speeds	Lubri	cation		Automati	ic		Pressure	Fac	cing		Pedal
MAKE & MODEL	TLAN	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Free Travel
MERCURY															
Comet C4 automatic	67	A M	3	4	13-14.5	4	6	5	WC	Long	9-Co.	10.412	6.5	Li.	1+1/8
Comet 289 V8 (3-speed)	67	M	3	_	3	•	_	_	-	Long	9-Co.	10	_	Li.	1±1/8
Comet 390 V8 (3-speed)	67	M	4		3.25	1				Long Long	9-Co. 9-Co.	11	E	Li. Li.	1± ½ 1± ½
Comet 390 V8 4V (Auto.)	67	A	3	_	21.2 18.5	1	6	5		_	_	-	=	-	
Comet 200 IL6 (3-speed)	67	M	3	==	1.25	1	_	_	_	Long	6	9		Li.	1± ½
			not recomme	nded. 5 Lif		ls or disconr	nect drive	eshaft.	6 Use boo		,	10 Ford desi	gn, 3.5 pts.		
Cougar 289, 390 V8 (4-speed)	67	M M	3		3	1				Long Long	9-Co. 9-Co.	10 <sup>2</sup> 10		Li. Li.	1± ½ 1± ½
Cougar 390 V8 (3-speed)	67	M	3	-	3 14.5	1	-	_	-	Long	12-Co.	11.5	-	Li.	1± ½
Cougar Co automatic	67	A	3		21.5	1	3	4	WC		-	Ξ			
			not recomme	nded. 2 39		., 11.5 OD.	³ Us	e booster l				els or discon	nect drivesh		
Meteor 390 V8 4-sp. Man. Trans Meteor 240 6 Cyl., 289 V8 (3-speed)	67	M M	4 3		3	1				Long Long	9-Co. 6-Co. <sup>12</sup>	9 512	_	Li. Li.	1± ½ 1± ½
Meteor 428 V8 (4-speed)	67	M	4 3	_	3	1	_	_	_	Long	12-Co.		-	Li.	1± 1/8
Meteor 390 V8	67	A	3		17 18.5			4	WC WC		E				
Meteor C6 automatic	67	A	3 not recommen		21.5	r disconnect	المانية المانية المانية المانية	4 7 1			- 92	sp. auto. tr		-	-
	12 289 V8,	9-Co., 1	0.4 OD.	ided Lii	t rear end o	r disconnect	drivesna	art.	Jse booste	r batter	y 2	sp. auto. tr	ans., 15.5 p	LS.	
390, 410 V8 (4-speed)	67	M	4 .	-	3	5	_	_		Long	9-Co.	!! .	7	Li.	!± 1/8
Mercury 428 V8 (4-speed)	67	M A	3		22.2	3	1	7		Long	12-Co.	11.5		Li.	1± ½ -
Mercury 390 V8 automatic	67	A	3 5 D	ular drain an	18.5	5	1 71	7	WC		-1.6		-	_	_
All				SPECIFICA		ecommende	d. L	lit rear er	id or disco	onnect d	rivesnait.				
MG															
Midget	67-71	M	4		2.3	9		_	_	BB		6.258,10	4.2510	Hyd.	. 125
Magnette Mk IV, MGB & GT	67-/1 4 Push to 2	M 25 mph	4 in neutral, se		4.57 ift rear whe	els or discor	4 meet driv	5 veshaft.		BB	6-Co.6		pt. with ove	Hyd.	.156
OLDSMOBILE	8 '67, Mids	get 7.25	. 9 Period	ic change not	req'd. 10	From '68, 1	Dia., 6.5	; ID not a	vailable.		verdrive o	pt. 12 Fr	om '69, 5.3	43.	
F-85 & Jetstar 88	67-68	A	2	_	512	2400013	5	6	WC		_	_	_		_
425, 400, 455 V8 Auto. Trans F-85 (250 L-6) (3-speed)		A M	3	_	7.5 <sup>12</sup> 32 14	2400013	5	6		BB4	Dia.	9.12	6.12	Li.	.75-1
F-85 V8. letstar 88 (3-speed)	67-68	M	3	4	314	3			_	BB16	Dia.	10.415	6.5	Li.	.75-1
F-85, 350, 400, 425 V8 (3-speed HD)	67-68	M	3	4 23	4.2517	3 13				BB Own	Dia.	9.12	6.5	Li. Li.	.75-1 .75-1
350 V8	69-71	M	3	22,28,24	321	13	_	_	_	Own	Dia.	10.4	6.5	Li.	.75-1
400 V8	69	M A	3 3		3 <sup>21</sup> 7.5	3.13 13				BB	Dia.	11.0	6.5	Li.	.75-1
455 V8, 375, 400 hp	69	A	3	2 A (T2)	7.5	13 3,13	_	_		_	<u>-</u> :		-	Li.	75 1
455 VO (510 hp)	70-71	IVI	,	3 A/T <sup>21</sup>	3.7521	0,13		_	WC	Own	Dia.	11.0	6.5	Li.	.75–1

6 Cyl		<u>A</u>	4.3 M/T	3 A/T	325	3,13			WC	Own		9.12	6.12	Li.	.75-1
o Cymre a channel a channe		with floor sh					'67. Chev	rolet.		oster batte			ral, do not		
		& refill only								tion, 12000		Derect near	itui, do not	OHOCOU PO	
	14 4-spee	d ratios, 2.5	2, 1, 88, 1, 46	, 1.0, rev. 2	60, cap'y.	.75. 15	S/wago	n. 11.	16 '68, O	wn. 17 '	68, 3.75.	26 M/T	T; '69, A/T	6; '70, 5.	
		T; 3 M/T, H											6 cyl. only.		/T.
	25 3 M/7	with floor s	hift & 442 m	odels, 3.75;	4 M/T, 1.	75.									
OPEL															
GT-77	. 71	_	4 M/T	3 A/T	21	2	_	-	WC	Own	Dia.	8.03	5.16	Li.	.75-1.25
	1 A/T 8.	75. <sup>2</sup> 120	00 or 24000.												
PEUGEOT	(= (0			0.1 (77)	4 50	10000				-	0.0	0 45			75
404	. 67-69	M	4	3A/T	4.58	60008	-	-	_	Fer.	9-Co.	8.45	5.7	Li.	.75
404, 504 (Auto)	. 6/-/1	A	3		84,6	2000	minute and	•		F	D.	7 075	E 125	TT 1	257
204, 304	67-71	M M	4		2.25	3000 10000	Way and	3		Fer. Fer.	Dia. Dia.	7.875 8.5	5.125 5.75	Hyd. Hyd.	.257
404 S/Wagon	. 70-71	M	4	3 A/T	2.45	60008	2	3	WC-	Fer.	Dia.	8.49	5.74	Hyd.	1.25
101, 301		oster battery	3 May	towing dista				lift room		Shares en			'70, 7 pts.		70, 1.25.
		, M/T; A/T							oner.	Silares en	gine on.	1 Tom	10, 1 pts.	Tiom	70, 1.23.
PLYMOUTH		, ., ., ., ., .	· pes appro	i Change	,ooo, replac	ing conver	ccr, o peo								
Automatic trans	. 67-70	A	3		3,21	9	15	7	WC		_	_	_	-	_
31324, 318 V8 (3-speed)		M	3		3.7514	9	-	_		BB	9-Co.	10.023	6.7523	Li.	.156
All 383, 426, 440 V8 & all 4-speed	. 67-69	M	4		619	9	_	_	_	BB	9-Co.20	10.52	6.52	Li.	.156
273 V8 (3-speed)	. 67–68	M	3	_	4.018	9	_	-	_	BB	9-Co.17	10	6.75	Li.	.156
225 IL6	. 67–70	M	3	_	416	9	-	-	-	BB	9-Co.22	9.25	6	Li.	.156
1 1: 1C 1: 11	4.1	4.1	A 197 A .	, .	II DD	D	1D 1	C1 /	C 11	C C .	D .	D 11:	D: D	. 1	
A—Automatic. AC—Air cooled.		-Auburn.	AW—Air a							Co-Coi				iaphragm.	
Fer-Ferodo. FS-Fichtel and S	acns.	Hyd—Hydra	ulic. Lay	-Laycock.	Li-Lin	kage.	vi—ivian	uai. U	C-Oil c	oolea,	wc-Wa	ter cooled.			



455 V8 (365 375 390 400 hp)

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					TRANSMIS	SION						CI	LUTCH		
MAKE & MODEL	YEAR		No. of Forw	vard Speeds	Lubric	ation		Automati	c		Pressure	Fac	ing		Pedal
WAKE & MODEL	IEAR	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Free Travel
PLYMOUTH continued															
383 2 bbl	70	M M M	3 3 325	4 4	5 4.0 4.0 <sup>26</sup>	9 9	Ξ	Ξ	_	BB BB BB	12-Co. 9-Co. 12-Co.	11.0 10.5	6.5 6.5 7	Li. Li. Li.	.156 .156
For Cricket See Sunbeam	SEE DOD 2 '67-'68, 1 15 Do not 1	1 OD, 2	7 ID. \$ 13	CIFICATION .5-16.5. 75.5 pts. 16.5. 16.5. 16.5. 16.5. 16.5. 16.5. 16.5.	NS. Lift rear who '68-'69, 10- 22 '69-'70, 2	heels or disc Co. 18 '	connect of 68, 5.0 p	driveshaft.	<sup>9</sup> No 68-'69, 7 D 6,5.	periodic .5 pts 24 Not	change re	eg'd. 14 ' 12-Co.; OD '70, 426 V8	68-'69 5 pt 383, 10.5,	s. 426, 440 1 26 '70, 4	1; 40; 426, 6.5
PONTIAC (Canadian Prod'n.)															
250 L-6, 283, 327 (210 hp) V8 (3-speed) 283, 327 V8 (4-speed) 396, 427 V8 (3-, 4-speed)	67	M M M	3 4 3	-	1.75 <sup>28</sup> 2 1.75 <sup>25</sup>	4		Ξ	=	Ξ	Dia. Dia. Dia.	9.12 <sup>28</sup> 10.4	6.12 <sup>28</sup> 6.5 6.5	Li. Li. Li.	1-1.5 1-1.5 .75-1
Powerglide	67 67–68	A A M	3 4	=	3.5 6.75 2.5	24000 <sup>21</sup> 24000 <sup>21</sup>	36 36	27 27	WC WC	=	=	10.34	- 6.5	Li.	
327 V8 (210 hp 4-speed)	68 No perio	M dic chan	3 age required.	4 21 Heavy	luty operation	n, 12000.			_ 0 (HD, 1	Dia. 1), ID 6	Dia. 10.34 .5; 327 V	6.5 8, OD 10.4,	6.5	Li.	1-1.5
(U.S. Prod'n)	25 4-speed.			not push start				ft rear end		nnect dri	iveshaft.	28 '68, 2.	5.		
Auto. Trans. (3-sp. Hydra-Matic) 3-speed 4-speed	67–68 67–68	A M M	3 3 4	=	7 <sup>25</sup> 2.5 2	24000 <sup>22</sup> 1	12 —	5		Own Own	Dia. Dia.	10.426 10.426	6.5	Li. Li.	1
	Periodic 25 '68, 5.7	change	W/428 V8, 1	nded. 5 Re	move drive	shaft or lift	rear end	l. 12 Us	se booster	battery	. 22 Fo	or H.D. open			
250 6 Cyl	69-70 69	M M	3 3 H.D.	10,11 10,11,12 6,11	2.51 2.51	2 2,3 2,3	=	=	wc	Own	Dia. Dia.	9.25 10.34 <sup>4</sup>	6.12	Li. Li.	1-1.5 1-1.5
Catalina, Exec., Bonne., Gr. Prix	70 70	M A A	3 2 A/T <sup>18</sup> 3 A/T <sup>14</sup>	3 A/T <sup>14</sup>	2.5 <sup>7</sup> 13,14 14	2,3	<u>-</u>	Ξ	WC WC	_	Dia.	10.48	6.5	Li.	_
250 6 Cyl. 307, 350 V8. 400 V8.	71	$\equiv$	3 M/T 3 M/T 3 A/T	2, 3 A/T 2, 3 A/T 3, 4 M/T	2.915 2.915 2.316	2,3 2,3 2,3	Ξ	Ξ	WC WC	=	Dia. Dia.	9.12 10.34 10.4	6.12 6.5 6.5	Li. Li. Li.	.75-1 .75-1
455 V8	71 1 M/T · Pa	owerglid	3, 4 M/ e 5, Turbo-H 396 V8, 427 V	vdramatic 6	2.316 5. 2 M/ 6 4 M/T. G	2,3  [ periodic c	hange no	t required	WC 3 A/ 4 M/T 2	T 24000	Dia. H.D. op	eration, 12,0	6.5 000 miles	Li.	75-1 0, 255 hp.;
	13 '70, Pov	verglide.	cap. 15.	78 OD 11. nd Prix; w/40 70, Turbo 1 75), B series	Hydramatic,	l. & 428 OE cap. 350, 1	) 11. 6.5; 400	9 Use boos , 18.5.	ster batter	ry. 10, 2.5 (15	2A/T. 5.2); 3 A/	11 3 A/T. T, 6.65 (17	12 4 M/	T.	
350 V8. 400 V8 (265 & 330 hp)	70 70	M A	3 31	2 <sup>2</sup> , 3 A/T	1 1,2,3	1	Ξ	=	WC WC	Own	Dia.	10.4	6.5	Li.	1
400 V8 (290 hp)	70 1 '70, Turk	M M oo-Hydr	3 3 amatic, cap. o	3 A/T <sup>1</sup> 3 A/T <sup>1</sup> code M40, 6.2	1,3 1,8 25; code M38	4 4 8, 5 pts.	- 2 '70, 2	_ A/T cap.	WC	Own Own 70, Cap.	Dia. Dia. 3 M/T 2	10.4 11 2,4 M/T	6.5 6.5 2.0. 4 N	Li. Li. I/T, not r	l l equired.
	A/T 24,0	000; H.I A	D. operation,	12,000 miles.	3,516	240007	8		WC						
Tempest, Firebird, 2-speed AT	67-68	M	3	=	2.5	1 24000	-	_	- WC	Own	Dia.	1018	618	Li.	ī

Tempest, Firebird V8 (4-speed) Tempest, Firebird 6 Cyl. (4-speed). Tempest, Firebird Turbe-Hydramatic T & F V8 except GT0 (3-speed). Tempest, Firebird 400 V8 (3-speed). T & F 326, 400 V8, GTO (HD 3-speed). T & F 326, 400 V8, GTO (HD 3-speed). T & F 326, 400 V8, GTO (HD 3-speed). Tempest, Firebird 6 Cyl. Tempest, Firebird 350, 400 V8 <sup>32</sup> . Tempest, Firebird 350, 400 V8 <sup>32</sup> . Tempest, Firebird 400 V8.	67-68 M 67 M 67 M 68 M 69 M 69-70 M 69-70 M	tion. 16 '68, peed H.D. 2.5. carb. 26 2 A/T. 28 4 M	4.25. <sup>18</sup> W/1 bl A/T after disa 1/T. <sup>29</sup> '70	A/T Powe	5; w/3 specified cap.	5, 19 10.4, ID ed option	'68, 5.75 6.5. M40 6.3	21 '6 24 3 M/T 25, after o	8, 3.5. ; 3 M/T l disassemb	H.D. 2.5, v 15.75:	w/3 speed	opt. M38 5	/T option	ssembly
PORSCHE 911, 912. 911S. 912, 911T, 911L, 911S. 911T, 911E, 915, 912. 911T, 911E, 911S.	. 67 M . 67 M . 68 M	58 58 53 47 5	ve high gear.	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 7 7 8 7 8	10000 10000 6000 6000 12000	- - - - - - - - - - - - - - - - - - -			F&S <sup>2</sup> F&S <sup>2</sup> F&S <sup>2</sup> F&S F&S	Dia. Dia. Dia. Dia. Dia. E, 911S,	7.05-13 8.5 8.5 <sup>5</sup> 8.5 <sup>6</sup> 9.0 5 speed.	4.88-92 5.669 5.7 <sup>5</sup> 5.7 <sup>6</sup> 5.7	Li. Li. Li. Li. Li.	78± ± ± 17 78± ± 17 8 8 8 8 0.8
RENAULT Caravelle S-4, R8, R10 R4. R8, R10 automatic R16 R4. R4, R8 and Gordini, R10 R8S, R10, R10 1300, R12 R16TS R16TA	67 M 67-71 A 67-71 M 68 M 69-71 M 70-71 M	w/Jaeger elect		Not over 2	6000 6000 6000 6000 6000 6000 6000 9000 20000 20000 3 R4; R8, 0 mph, eng	gage No.	2 push by	utton.	8 Lift rea	4-Co. 6-Co. Dia. 6-Co. 6-Co. Dia. Dia. Dia. 	6.3 7.87 6.34 6.29 7.87 end of leverom '70, R8	4.33 4.33 5.11 4.125 4.33 4.33 5.11 cr.	Li. Li. Li. Li. Li. Mec. Mec.	.75 .75 .75 .75 .75 .3/32 <sup>5</sup> 3/32 <sup>5</sup> 5/64-1/ <sub>8</sub> <sup>5</sup>
ROVER 3 litre (manual) 2 litre & 2000 (automatic) 2000, 2000TC. 2000A, SC, TC. 3500S.	. 67 A <sup>11</sup> . 67–68 M . 69–71 M	4 3 4 4 3 tterv. <sup>2</sup> No	8 — 3 A/T — at recommende	3.5 <sup>9</sup> 15 1.75 1.75 <sup>18</sup> 14 d. <sup>8</sup> Ove	9000 12000 5000 5000 <sup>13</sup> 2 rdrive avail A/T 12, ch	1 I lable.	12 12 12 12 9 With o	AC AC AC verdrive,	BB BB BB	Dia. Dia.	10 8.5 8.5 8.5		Hyd. Hyd. Hyd. Borg-War	.25 .25 .25 ner unit.
SIMCA 1000. 1118, 1204. SKODA 1000 MB, 1100 MB.	. 69–71 M <sup>1</sup> Indirect high	41	of transaxle co	3.1 <sup>8</sup> 3.5 <sup>5</sup> apacity. 2.5	8000 8000 4 At end of	_ f withdra _	— wal lever	. <sup>5</sup> 11	Fer Fer 18; 1204, Own	9-Co. Dia. 1. 63-	6.29 7.13 speed semi-	4.32 4.88 A/T; AC.	Hyd. Hyd. Hyd.	<u>.1094</u> _
A—Automatic. AC—Air cooled Fer—Ferodo. FS—Fichtel and S	Aub—Aubur Sachs. Hyd—I	n. AW—A Hydraulic.	ir and water co Lay—Laycock	ooled. Bl . Li—Li	B—Borg an			-Cable. OC—Oil o	Co—Cooled.		i—Daikin. ater cooled	Dia—I	Diaphragn	n.

					TRANSMISS	SION						C	CLUTCH		
MAKE & MODEL	YEAR		No. of Forw	vard Speeds	Lubrica	ation		Automati	c		Pressure	Fac	cing		Peda
MAKE & MODEL	TEAR	Туре	Standard	Optional	Cap. (Pints)	Change Interval (miles)	Push Start Instrs.	Towing Precau- tions	Conv. Cooling	Make	Springs No. & Type	Outside Dia.	Inside Dia.	Actu- ation	Free Trave
JNBEAM  p Mk. II	67-68	M M	41 4	=	4.58 3.5	8000 8000	=	=	-	Lay Lay <sup>7</sup>	Dia. Dia.	6.25 8.00 <sup>7</sup>	Ξ	Hyd. Hyd.	9
ger 260 V8 pine V row, Alpine Coupe row, Alpine Coupe	67–68 67–70	M M M	4 4 4 3	=	3.25 3.5 3.5 11.25	N/A 6000 8000	_ _ _	=		Ford BB BB	12-Co. Dia. Dia.	10.0 8 7.5		Hyd. Hyd. Hyd.	9 9 9
oine GT	69–70 71 Overdrive	M M ve high ge	415 4 ear. 6 In 1	3A/T N to 25 mph,	4.513 3 then select L	800013	No BB, 7.5	OD. 8	- Transax	BB e EP80	Dia. Dia. /EP75 (wi		Ξ	Hyd. Cable	. 1875
			edal stop not 5, no periodic		cyl., .045 be Engage 'N'			pedal sto Plus over		Minx De	luxe; 1725	, sedan, S/	wagon.		
UNDERBIRD, 428, 429 V8 (C-6 auto. trans.)	69-71	drain and	d refill not rea		26.65 ATIONS. <sup>2</sup> Lift rear	1 r end or dis	4 sconnect	2 driveshaft	WC -	— fill capa	– city. Dry	- system, 20		— Use booste	— er battery
YOTA wn, Deluxe, Custom		M	3	4	3	12000					Dia.	7.87	5,51	Hvd.	.4
700 Deluxe. d Cruiser FJ40, FJ45, FJ55. 700 Deluxe (Auto, Trans.)	67 67-71	M M A	41 3x3 2	=	1.5 2.75 <sup>8</sup> 6.7	12000 12000 12000			AC		6-Co. 9-Co.	6.3	4.33 6.89	Mech. Hyd.	.87
ona (3-speed) ona (4-speed) wn Deluxe (Man. or Auto.)	67-68 67-68 67-71	M M M-A M-A	3 4 3, 4	- 3 A/T 2 A/T	1.54 1.6 1.8 <sup>5</sup>	12000 12000 12000 12000					6-Co. 6-Co. Dia.	7.87 7.87 8.826 7.08	5.51 5.51 6.36 4.92	Hyd. Hyd. Hyd.	_ 1.4-2 <sup>6</sup>
ona II RT62, 72	69-71	M-A	4	3 A/T	84	18000					Dia. Dia.	7.78	5.51	Cable Hvd.	0.6-8
ca	71 71	M M	4 4	=	3 3	12000 18000	=		= :		Dia.	8.8	6.3	Hyd. Hyd.	1.0
ca	71 71 71 Indirect h	M M-A high gear	4 4 . <sup>2</sup> Do no 46); '71, 1.5	2 A/T et push start. (MS 63, 65,	3	18000 12000 battery.	 2 Lift rea	ar end to t RS 40, 41	WC 3	Transfe	Dia. Dia. r case cap	7.9 7.08 acity 2.75	5.5	Hyd. Hyd.	1.0
Lux. ca	71 71 71 Indirect h 5 '67, 3 (RS	M M-A high gear S 40, 41, M <sup>1</sup> M	4 4 4 2 Do no 46); '71, 1.5	t push start.	3 2.5 Use booster 75); automat 1.5 1.5	18000 12000 battery. tic, 6-6.2.	 2 Lift rea	er end to to RS 40, 41	WC 3, 46.OD 7	7.87; IC BB BB	Dia. Dia. r case cap 0 5.51; tra 9-Co. <sup>3</sup> 9-Co. <sup>4</sup>	7.9 7.08 acity 2.75 pvel .98. 9.153 6.25	5.5 4.92 pts <sup>4</sup> A <sub>2</sub>	Hyd. Hyd. Hyd. /T; M/T, Hyd. Hyd. Hyd.	1.0 1-1.8 1.8.
UMPH 4, TR4A	71 71 71 1 Indirect It 5 '67, 3 (RS 67-68 67-68 67-68 67-68 67-68 67-68 67-68	M M-A high gear S 40, 41, M1 M M M M M	46); '71, 1.5 4 4 4 4 45 4	t push start. (MS 63, 65,	3 3 2.5 Use booster 75); automat 1.5 1.5 2 2.25 1.5 1.56	18000 12000 battery. tic, 6-6.2.	Lift re 6 '67,	ar end to 1 RS 40, 41 — — — — —	WC 30w. 30w. 46.0D 7	7.87; ID BB BB Lay BB BB BB	Dia. Dia. r case cap 5.51; tra  9-Co.³ 9-Co.4 Dia. Dia. Dia. Dia.	7.9 7.08 acity 2.75 pvel .98. 9.153 6.25 8.5 6.5 8.5 8.5	5.5 4.92 pts <sup>4</sup> A, 6.5 4.25 4.5 5.75	Hyd. Hyd. Hyd. /T; M/T,	1.0 1-1.8 1.8.
UMPH  1. TR4A fire 4, Mk II, Herald 12/50  3. GT6+, Spitfire III	71 71 71 1 Indirect h 5 '67, 3 (RS 67-68 67-68 67-68 67-68 67-68	M M-A high gear S 40, 41,  M M M M M M M M M M M M M M M M M M	46); '71, 1.5  4 4 4 4 4 4 4 4 1.1. <sup>2</sup> Perio	t push start. (MS 63, 65,	3 3 2.5 Use booster 75); automat 1.5 1.5 2 2.25 1.5	18000 12000 battery. tic, 6-6.2.	Lift re 6 '67,	ar end to t RS 40, 41 — — — — — — — h Shell BF	WC 3, 46.OD 7	7.87; IC BB BB Lay BB BB BB top up	Dia. Dia. r case cap 5.51; tra  9-Co.³ 9-Co.4 Dia. Dia. Dia. Dia.	7.9 7.08 7.08 acity 2.75 pvel .98. 9.15 <sup>3</sup> 6.25 8.5 6.5 8.5 8.5 8.7	5.5 4.92 pts <sup>4</sup> A, 6.5 4.25 4.5 5.75	Hyd. Hyd. Hyd. /T; M/T, Hyd. Hyd. Hyd. Hyd. Hyd. Hyd.	1.0 1-1.8 1.8. .875 .5 .75 .625

All W/Torque Flite. 318, 340, 383 V8 (4-speed). 318, 340, 383 V8. 426, 440 V8.	67–70 M 69–70 M 70 M SEE DODGE F *Rear end lift an '69–'70, 11–15 p	3 — 4 — 3 — 4 — 9 — 9 — 9 — 9 — 9 — 9 — 9 — 9 — 9	dic change req'd.	), 6-Co; '70, 3-Co.	15 '68, 9. 25, 6	BB 9-Co. 18 BB 9-Co. BB 12-Co. rt. Use booster batt 0. 16 '70, Valiant	10.518 6.5	Mech. Li. Li. 383 V8, 12	.156 .156 .156 .156
VAUXHALL Victor, Envoy. Victor, Envoy (Automatic). Viva, Epic Viva, Epic, Victor, Envoy Victor, Envoy (3-speed). Victor, Envoy (4-speed). Victor, Envoy (4-speed). Viva, Epic Victor, Envoy. Viva, Epic Viva, Epic. Viva, Epic. Viva, Epic., Victor, Envoy.	67 A 67-68 M 68 A 68 M 69 M 69 M 70 M 71 M-A 2 '70, A/T not av 7 A/T 4. 13 97	4 3 2	T 2.43 T <sup>2</sup> 2.43 F 2 <sup>7</sup> 3 M/T; A/T re 20.5 cu. in. 8.03 C	4	14 '68, .25. 15 7	BB 6-Co.  BB Dia.  BB —  BB Dia.  BB Dia.  BB Dia.  BB Dia.  BB Dia.  BB Dia.  Caption of required A/T.  BB To T.  B	8 5.25 6.25 4.5 7.518 5.36518 7.518 5.36518 7.518 5.36518 6.2516 4.516 7.5215 5.36518 8.03 5.76 8.03 5.76 8.03 5.76 24.000 miles; in H.D. 97.5 cu. in., OD 7.55	Li.  Cable  Cable Cable Cable Cable Cable Cable Cable Cable Cable Cable Cable Cable Cable Cable Cable Cable Cable Cable	.25 .125 <sup>14</sup> .20 .20 .25 .25 .25 .25 .25 .25 .25 .25 .25
VOLKSWAGEN 1200, 1300 <sup>5</sup> 1500, 1600. 1500 Type I 1600 Type III. VW 1-1600 Auto Stick Shift. VW 3-1600. 1600 <sup>16</sup> . VW 411.	69 A <sup>12</sup> 69 A 70–71 A <sup>12</sup> 70–71 A 70–71 M 71 M	um 8 Up to 30 mp	5. 2514 5. 5 4. 4 10. 5 4 1500, 1600, Dia h for 30 miles maxi	mum. In excess of	disconnect drivesha	fts or suspend rear	7.084 4.52 7.08 — ———————————————————————————————————	Hyd. — in neutral.	.48 48 4 1l; 5.25 pts.
VOLVO All Auto, Trans. All (exc. P1800, 123GT, 144). P1800, 123GT, 144. 130, 140, 164, 1800 <sup>12</sup> , 142, 144, 145. 142E, P1800E. All Automatic. 164.	67-68 M 67-68 M 69-70 M 70 M 71 M 71 A 71 M	3 — 4 — 4 — 3A/413 — 4 3A/413 — 5 Push in neutral to all, Cable, ½ in. trav	1. 25 3. 18 F 1. 25 <sup>10</sup> 2. 4 3. 1 <sup>15</sup> 22 <sup>16</sup> 1. 1 <sup>17</sup> 25 mph, then enga	1.25. 10 W/OE	6 AC — AC	FS/BB Dia, BB Dia, BW Dia, BB Dia, BB/FS Dia, BB/FS Dia, nect driveshaft, 0, 12 130, 140, 180	8.5 — 8.5 — 8.51 — 8.5 — 8.5 — 8.5 — 9 —		

#### DRIVELINE AND DRIVE AXLE

				PROPELL	ER SHA	FT					DRIV	E AXLE			
					Univer	sal Joints							Lubricar	nt	
MAKE & MODEL	YEAR	Туре	No. of Sec-		N	T	Lubrica-	Туре	Gearing	Back- lash	Cap.		Gr	ade	Change
			tions	Make	No.	Туре	tion			(Ins.)	(Pts.)	Туре	Sum- mer	Winter	Interva
ACADIAN and BEAUMONT Acadian' 250 (L.6, 283, 327 V8 Beaumont	68-71 68-69 68-71 '70-'71, 7			Own Own Own aumont.	2 2 2 2 '70-'7 t overhau	CY CY CY 1, Light of	None None None duty axles; H	SF SF SF .D. 3.5.	Hyp Hyp Hyp 3 '68-'6	.005-8 .005-8 .005-8 .005-8	3 <sup>2,9</sup> 3 <sup>9</sup> 3 <sup>2,9</sup> Positract	MP <sup>8,5</sup> MP <sup>8</sup> MP <sup>8,5</sup> on'' diff. u	80 80 80 se GM lu	80 80 80 be No. 578	86991;
AMERICAN MOTORS Cyl. models, Rambler	67-71 67-71 Drain & 1	O O refill at over	l l erhaul enl 5 or 3.5 v	Spi Spi y. 4'68 w/290 or 3	2 2 3-'69 limit 43 engine.	CY CY ted slip di	_ ifferential opt	SF SF ional.	Hyp4 Hyp4 6 Special I	.004-8 .004-8 ube for l.s	2.518 3.314 3. differen	Hyp <sup>6</sup> Hyp <sup>6</sup> tial.	80 80 290, 343 V	80 80 V8, 3.3.	3 3
AUSTIN Austin-Healey Sprite, Sprite Mk II, III Austin-Healey 3000. Mini, Mini Auto., Cooper, Cooper S, 110015	67–68 67 67–71	0 0 1	<u> </u>	HS HS HS	2 2 4	CY CY	CL-IM CL-IM	FF FF SA <sup>2</sup>	Hyp Sp <sup>14</sup>	.007-912	3	HP HP	90 90 6	80 80 6	6000 6000 6
\$60 Cambridge \$110 Westminster 800. 100 Auto <sup>15</sup> .	67 67–71	0	heel driv	HS HS HS HS	2 4 2 epacked.	CY CY 4 2CV	CL-IM CL-IM 3 er, CV: inner	FF FF 2 SA <sup>2</sup>	Hyp Hyp s	.007-912 .005-712 — - 5 Helical	3.25	HP HP 6	90 90 6	80 80 6 6	6000 6000 6
3MW	4 '67, Hyp	. 15 '69	-'71, Aus	tin Americ	a.								men engi	ne. Bee ei	ignic spec
800, 1800TI	67-68 Rear join	O t rubber.	1 2 TI, .	0028-48.	21 Capa	CY city of sli	CL-4M iding joints (2	SA 2), 11 cu.	Hyp in.	. 002-49	1.44	HP	90	90	12000
8	67-68 67-68 67-68 69-70 69-70 71 71 350 V8 45 Lubricate	w/No. 1	consistenc	y water re	3 2 2 2 2 2 3 2 3 No. 5786'	CY19 CY CY CY CV CV CY CY CY CY CY CH CY	Not req'd. Not req'd. Not req'd. Not req'd. % Not req'd. 'Not req'd. d. slip axles; 'grease.	SF SF SF SF SF SF SF SF 270-'71, C	Hyp Hyp Hyp Hyp Hyp Hyp Hyp Hyp GM lubrica I double c	onstant ve	elocity.	MP <sup>4</sup> MP <sup>4</sup> MP <sup>4</sup> MP <sup>4</sup> MP <sup>4</sup> GL-5 <sup>4</sup> GL-5 <sup>4</sup> 5 Drain an	80 80 80 80 80 80 80 80 d refill at	80 80 80 80 80 80 80 80 overhaul	5 5 5 5 5 5 5 7
ADILLAC	Wildcat, o	capacity 3	pts. *(U. 5 pts.; El	S. built car ectra 225,	rs 2.5 pt. capacity	capacity) 3.5 pts.;	3. 24 '68, .1 ; 350 & s/wa Riviera, capa	gon, capa city 3.5 p	pts. 26 4	pecification ts.; GS 40 43-4400 se	0, capacit ries; 4500	series,2.5	46-4800,	3.5	2.5 pts;
0, 62, 63, 75, 68-69000 Idorado. 80, 681, 682, & 68300 series. 97, 69800 series	67-70	0 0 0	2 1 2	Sag Sag Sag Sag	314	CV CV CV CV16	Not reg'd. Not reg'd. Not reg'd.	SF SF SF		s 1	4.25 3.25 4.515.17 4.518	MP12 MP MP13 MP13	80 80 80 80	80 80 80 80	1 1

681, 682, 683, 69700	71 <sup>2</sup> Front-end fi haul only. <sup>12</sup> '67-'69 For <sup>15</sup> '68, 4.25 p	8 Pre-pac	sembly. ked lubri differenti	3 Meas	ured at to t time of lubrican	of overhant No. 5	aul. Me: 786991; '70-	ntial, max asured at o	5 in.; outer circ 25985.	umference	differentia	MP <sup>12</sup> al125. ad. max. +		80 nd refill	at over-
CHECKER All	67-71	0	1 8	pi	2	CY	MP	SF	Нур	.004-9	3	Нур	90	90	15000
CHEVROLET Corvair All	67-69	_				_		1	Нур	.005-8	3.25	MP <sup>10</sup>	80	80	8
	1 Diff. integra	l with engir	ne and tra	ans., swing	axle sha	afts.	8 Drain and		erhaul o	only. 10 I		action, use	GM lubrica	ant 5786	991.
All Except Corvair	70-71	0		)wn	2 2	CY CY	Not req'd. Not req'd.	SF SF	Нур	.005-8	4.91	MP <sup>2</sup> MP <sup>2,5</sup>	80 80	80 80	3 3
Vega	71				2	CY		SF	Нур	.005-8	1.75	GL-5 <sup>2</sup>	80	80	3
	<sup>1</sup> Large carrie overhaul on	r; small carryly. 4 '70,	rier, 4.5; Light di	Corvette, uty axles,	3.75. Chevrole	t, Chev	elle, Nova, N	Ionte Carl	M lubric o; H.D.	ant 578699 3.5; Camar	1; '70-'71, o 2.75, Co	GM 72598 prvette 3.25		ain & rel	fill at
Chevy II, Nova 4, 6 Cyl., V8	67-68 <sup>3</sup> Positraction	O diff. use GN	1 C M lubrica	ont No. 578	2 36991.	CY Drain	None and refill at o	SF overhaul or	Hyp	005–8 All '67, 3.	3.757	MP <sup>3</sup>	80	80	4
230, 250 IL6, 283, 307, (275 hp) V8	67-68	0			2	CY	Not req'd.	SF	Нур	.005-8	310	MP <sup>3</sup>	80	80	6
Chevelle 325 hp 396 & 327 V8	67-68	0		)wn	2 2	CY	Not req'd.	SF	Нур	.005-8	310 310	MPs	80	80	6
Chevelle 396 (350 hp) V8	3 Positraction						Not req'd.	SF erhaul onl	Нур	.005-8 '68 capacity		MP <sup>3</sup>	80	80	0
Camaro		0			2	CY	Not reg'd.	SF		.005-8	34	MP <sup>2</sup>	80	80	*
Camaro	<sup>2</sup> Limited-slip						ge only at ov		4 '68, 3			IVII	00	00	
Corvette 327 V8	67-68	0	1 (		2	CY	None	SF	Hyp	.005-8	3.125	MP <sup>3</sup>	80	80	1
Corvette 427 V8	67	0	1 (	)wn	2	CY	None	SF	Нур	.005-8	3.125	MP <sup>3</sup>	80	80	1
	3 Limited-slip						d refill only a								
250 IL6, 283, 327 V8.	67	0			2	CY	Not req'd.	SF	Нур	.005-8	3	MP <sup>2</sup>	80	80	1
396, 427 V8	68	0		Own Own	2 2	CY	Not req'd.	SF SF	Нур Нур	.005-8	3 4	MP <sup>2</sup> MP <sup>2</sup>	80 80	80	1
All	1 Drain and r		haul only			slip diff	erential (Posi	traction)	use GM				00	00	
CHRYSLER															
All	67-71 <sup>2</sup> Front, ball		1 (	)wn	2	BT2,10		SF	Hyp	.006-8	. 39	MPII	90	807	8
	7 Use SAE 75	if below mi	nus 30F.	8 Peri	odic lubr	cross &	not req'd	9 '68, 4 p	ts.; '69,	70, 3.25	71, 3.5.	10 '69 o	months.		
CITROEN															
All models	67-71			)wn		-	MP	SA	Sp B	.008		EP	90	80	12000
DATSUN	1 Swing axles	-tront whee	el drive.	* With	transmi	ssion ev	ery 12000 mi	les.							
1300 & S/Wagon	67	0	1 (	)wn	2	CY	24000	SF	Hyp	.004-8	1.8	MP	90	80	24000
13001, 1600	68-71	0			2		3	2	Нур	.0039-79	1.6	MP	90	90	30000
1000, 1200	68-71	0			2 2	CY	3	SF	Нур	.004-8	1.6	MP	90	80	30000
1600, 2000, 240Z, Sports	1 '68 only.		agon SF				67-'70, 1600.	SF4	Hyp	.006-85	2.06 5.2000 · 1	MP 600, 240Z.	90	80	30000
	6 '67-'70, 160				oo miics		70, 1000,	2000, 70	71, 240	z, suut.	2000, 1	000, 2402,	.004-0.		
DODGE	(7.71	0			2	CV		OF		004 017	210.00	1.4010	0.0	0.0	
All 6 cyl. and V8	67-71	0		Own Own	2 2		13	SF SF	Нур Нур	.006-917	316,20 4 516,20	MP <sup>18</sup> MP <sup>18</sup>	90 90	80 80	None None
Colt	71	Ö	1 (	Own	2	CY	Not reg'd.	SF	Hyp	.005-7	2	HP	90	80	24000
	13 Inspect eve	ry 6 months	s. 16 '	68, 426, 4.	0 pts., 1	70, 225	6 cyl., 273 V	8, 2.0 pts.	others 3	3.0 pts.: '69	-'71. 318.	2: 340, 383,	4 6, 440.	4 pts.	
	17 '69-'71, .0	06-9. 18	From '69	, as define	d by MI	L-L-210	95B. 19 Fr	om '69, .0	006–8, ex	cept 93/4 in.	axle.	20 '70-'71, 7	1/4 in. axle	1.75 pt	8.,
A TOTAL OF THE STATE OF THE STA	8½-8¾ in.	axie 3.3 pts	s., 9% in.	axle 4.5	ots.									I Company	

BT—Ball & Trunnion. CL—Chassis lubricant. CV—Constant velocity. CY—Cross & Yoke. FF—Full floating. GL—Straight mineral oil. HP—Hypoid gear lube. HS—Hardy Spicer. Hyp—Hypoid. Me—Mechanics. MP—Multi-purpose gear lube. O—Open. SA—Swing axles. SF—Semi-floating. Sag—Saginaw. Sp—Spiral bevel Spi—Spicer. TT—Torque tube. WB—Wheel bearing grease. WD—Worm drive.

			l	PROPELL	ER SHA	FT			100		DRIV	E AXLE			
	12.50				Univer	sal Joints							Lubrican	nt	
MAKE & MODEL	YEAR	Туре	No. of Sec-					Туре	Gearing	Back- lash	-		Gr	ade	GI.
		.,,,,,	tions	Make	No.	Туре	Lubrica- tion	Турс	Gearing	(Ins.)	Cap. (Pts.)	Туре	Sum- mer	Winter	Change Interval
FIAT 850 Sedan, Convertible, Coupe, Racer 1500 Sedan, Convertible 124, 124S 124 Coupe & Convertible & 1600 128 FORD	67-68 67-71 68-71	O 8 O 2 es w/slip j	2 2 2 2 2x1 ioints.	Fiat Own Fiat Tripode <sup>2</sup> Front-w	2 1 1 2x2 heel drive	CY CY CY CV . 3 Cy	CL CL CL CL lindrical[heli	SA <sup>1</sup> SF SM SM — cal <sup>2</sup> gears.	Hyp Hyp Hyp Hyp <sup>8</sup> Forv	.0039 .003-47 .0031-47 .0039-59 —	1.5	HP HP HP HP MP	90 90 90 90 90 — tube.	80 80 80 80	10000 10000 10000 6000
All	3 Change on	O dly on ove	rhaul. St	Ford d. axles, F	ord lub. C	CIAZ-1958	36M 80-A; locking	SF g diffs., C	Hyp COAZ-19	.008-02 580-A, B.	2.59 9 Ren	HP10 novable car	90 rier, 4.	90	
Pinto	10 Std. differ 71	0	1	HS	2	CY		SF	Нур	1	2	HP	90	90	6000
FORD (European) Anglia, Consul 315 & Capri. Consul Cortina & GT. Capri.	67 67–71	0 0 0	-	HS HS Ford thium-base	2 2 2	CY CY CY	250-1M 5	SF SF SF	Нур Нур Нур	.005-7 .005-7 .0004	2 2 1.9	HP HP HP	90 90 90	90 90 90	5000 4 4
Minx V, Super Minx Mk IV-V <sup>6</sup>	67 6 Also Husk	O y III.	1	HS	2		HP-IM	SF	Нур	.005-9	1.75	HP	90	80	6000
HONDA S600	67 Each chair	O case, .4.	1 s Wit	Own th chain dr	2 rive.	CY	11M	SF	Hyp <sup>3</sup>	.0032-47	1.81	HP	80	80	11000
	1 '67, Every	20,000 m relubrica	ted. Rep	lace if seals	2 an and rep s damaged	CV pack with d or leakin	fibrous U-jo	SF int grease nge only a	. Do not	.006-8 lubricate o	38 centre bea , 2.0 pts,	MP <sup>9</sup> uring. '68– '69, 3 pts.,	90 '71. Inspe '70-'71,	90 ect every 6 3.5 pts.	7 months.
Bellett		0	1	KY <sup>1</sup>	2	CY	12M	SA	Нур	.0039–59	1.2	MP	90	80	12000
JAGUAR 340 automatic, 420C, Mk X	69-71	O O ont rear su	2 1 2 spension v	HS HS HS with coil sp	3 2 3 orings, car	_	8 8 8 ± .25°.	SF6 FF No perio	Hyp Hyp Hyp dic lubrica	.004-7 .004-7 .004 <sup>10</sup> ation.	2.75 2.75 2.75 Special I	HP <sup>9</sup> HP <sup>9</sup> Ubricant re	90 90 90 eq'd for li	90 90 90 mited lip o	12000 12000 12000 differential.
KAISER-JEEP CJ3B, CJ5, CJ6, DJ3A, CJ5A-6A, C101 Wagoneer, Gladiator	67-71 67-71	0 0 0	2 1 or 2	Spi Spi Spi	4 2 or 4 2 3A, 2 pts.	CY	1M 1M 1M V6, 2.5.	SF <sup>1</sup> SF <sup>1</sup> SF	Нур Нур Нур	.004-8 .005-10 .004-8	2.5 <sup>3</sup> 3 2 <sup>5</sup>	HP HP MP	80 80 80	80 80 80	10000 30000 10000
LAND ROVER Series II, IIA (four wheel drive)	67–71 88 models; Pinion prel	O 109 mode oad 6–10	1 <sup>2</sup> els, 2 secti in. lbs.	HS ions, 3 join	42 nts. 'A	CY Also front	90-3M <sup>4</sup> drive axle; c	FF ap. 3 pts.	Sp 4 Pre-	.008–10 <sup>5</sup> -packed; di	33 isassemble	HP e & repack	90 at 10000	80 mi. interv	10000

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	67–68 68–71 <sup>3</sup> Change only		1 For 2 Sagul. 9 Std	2 2	CY CY ESW-M2	36M Prepacked C105-A; limited	SF SF d-slip, ESV	Hyp Hyp W-M2C1	.008-12 04-A.	4 5 0 Use 80 in	HP <sup>9</sup> HP <sup>9</sup> n extreme c	90 90 old.	90 90 <sup>10</sup>	3 3
	69–71 69–71 1 '69 only.	O O 2 '70-'71, 1	2 — 1 — 1200; R100	3 2 616, .0070	CY CY 075.	Not req'd. Not req'd. '70-'71 1200;	SF SF R100 616	Нур Нур 2.54.	.007-8 .006-7 <sup>2</sup>	2.5 1.7 <sup>3</sup>	HP HP	90 90	80 80	12000 12000
MERCEDES-BENZ All (except 600). All . 220, 230, 250 250, 280, 300. 600. 220, 250. 280, 300 SEL.8 300SEL 6.3, 600.	68 69 69 69 70 70	SPECIFICO O O O O O	2 — CATIONS 3 Ov 2 Ow	vn 2 vn 2 vn 2 vn —	CY CY CY CY CY	FROM MERCI PP PP PP Not req'd.	SA EDES-BE Own Own Own SA <sup>2</sup> SA SA Mercedes	Hyp Hyp Hyp Hyp Hyp Hyp		4.4 2.0 4.4 5.7 2 4.4 4.4 <sup>3</sup> Prepacked	HP SA SA SA HP HP	90 90 90 90 90 90 90	90 80 80 80 80 80	12000 12000 12000 12000 12000 12000 12000
MERCURY All, incl. Comet, Cougar	67-71 1 Repack with	O h U-joint gr Ford lub. M	l Fo	rd 2 adapter.	CY <sup>2</sup> Below –	36M <sup>1</sup> -25°F, use SAE 1-2C58-A per p	SF 80. 3	Hyp Change	.008-12 only on ove	2.5 <sup>10</sup> erhaul.	HP9	90 ted-slip, E	90² SW-M2C	s 104-A .
Midget	67-70	0 0	1 HS 1 HS 1 HS	3 2	CY CY CY	8 8 8	FF FF SF	Нур Нур Нур	.007-9 .005-11 .008	1.5 2.25 1.5	HP HP HP	90 90 90	80 80 80	6000
	67-68 69 70-71 70-71 8 425 V8. 4.4 13 Also Starfii capacity 3.5	O O O O D P. 9 Drain re, Vista Cro 75 pts., 455,	Toronado,	g 2 g 2 g 2 g 4 at overhaul of cutlass. 17 . 350 35400 se	Front enderies, .005	Not req'd. Not req'd. 28 51 Not req'd. For anti-Spin d final drive ass -9, capacity 4. g change every 1400, 3.75. '70, 455 V8, 4; , GL-5,	embly. 3 pts.; '69	Torenac	GM lub. No do 3.25.	38,21 325 3.029 3.25 No. 5786 o. 1050015 23 '69, Us	se GM lubri	L6, 350, 4 icant No.	00, .005-	. 0
ĞT-77	71 Drain & ref		1 Ow	n 2	CY	Not req'd.	SF	Нур	.004-8	2	GL-5	80	80	1
PEUGEOT 404 204 204 204 304 404 504	68-69 70-71 70-71	TT TT	1 Ow	ont wheel driver ar wheel driver	e —	netic— Not req'd. Yes Not req'd. ngine. <sup>6</sup> Gea	SF SF SF SF SF ar set.	Hyp <sup>1</sup> 6 6 Hyp Hyp 7 '70-'71		2 5 2.5 2.1 0W30.	Ē	90 10-30 <sup>5</sup> 7 GP90 GP90	80 10-30 <sup>5</sup> 7 GP90 GP90	4000 3000 <sup>5</sup> 3000 4000 9000

BT—Ball & Trunnion, CL—Chassis lubricant. CV—Constant velocity, CY—Cross & Yoke, FF—Full floating, GL—Straight mineral oil, HP—Hypoid gear lube, HS—Hardy Spicer, Hyp—Hypoid, Me—Mechanics, MP—Multi-purpose gear lube, O—Open, SA—Swing axles, SF—Semi-floating, Sag—Saginaw, Sp—Spiral bevel, Spi—Figure 1. Torque tube, WB—Wheel bearing grease, WD—Worm drive,

			F	PROPELL	ER SHAI	T					DRIV	E AXLE			
MAKE & MODEL					Univers	al Joints					,		Lubrican	nt	
MAKE & MODEL	YEAR	Туре	No. of Sec-				Lubrica-	Туре	Gearing	Back- lash	Cap.		Gr	ade	Change
			tions	Make	No.	Туре	tion			(Ins.)	(Pts.)	Туре	Sum- mer	Winter	Interval
PLYMOUTH All 6 Cyl and V8 (except 426)	67 68-71	O O REFE	l R TO DO	Own Own ODGE SP	2 2 PECIFICA	CY	15 15	SF SF	Нур Нур	.006-9	3	MP MP	90 90	80 80	15 15
(Canadian Models)		O refill at o	l verhaul or				Not reg'd. slip differentia	SF al use GN	Hyp M lubrican	.005–8 at No. 5786	3 25° 5991 ;'70-	MP8 '71, GM 7	80 725985.	80 9 '70-'71,	², light
(U.S. Models) 252, 254, 256, 262-26000, 27600 Series. 400, 428 V8. 75, 76, 252, 262, 26800 Series.	67–69 71 Drain and	O refill at or	l l verhaul on	Sag Sag Sag Ily.	h/- hy tor	CV6	d d d lip differentia Y. 7 400,	Luca CN	Hyp Hyp Hyp I lubrican	.005-9 .005-9 .005-9 t No. 5786	3.75 2.25 <sup>5</sup> 3.5 <sup>7</sup> 991; '70-	MP <sup>3</sup> MP <sup>3</sup> GL-5 <sup>3</sup> 71, GM 7	80 80 80 25985.	80 80 80 4 Pre-pac	2 2 ked.
Tempest and Firebird	67-68 69-71 Prepacked	O O . 6'69 L	1	Sag	2	CY	3 3 786991; '70-'7	SF	Нур	.005-9 .005-9 Firebird, 2	2.25 <sup>10</sup> 2.5 <sup>15</sup> 2.5. <sup>14</sup> D	MP6 MP6	80 80 refill at ov	80 80 erhaul only	14 14
PORSCHE 912, 911, 911S 911 T, E, S	70-71	- smission.	- \$ Lubri	cation in	common w	_ ith trans	— _ ., total capaci	SA SA ity 912 (4	Sp SP 4.4 pts.),	0048_72	51 ery 6000 i	HP HP miles; 911	90 90 (9), 911S	80 80 (9.5).	10000
RENAULT Alle R12, R16TS R16TA	67–69 70–71 70–71 Not used.	rear engin	e-rear driv	Ren - Front v - Front v	2 wheel drive wheel drive	CY4	eel drive.	SA SA SA <sup>2</sup> Lubrica	Sp SP SP ation in co	.004–8 <sup>5</sup>	3 5.5 h transmi	EP EP <sup>2</sup> 2,7 ission.	80 80 4 R4, Hor	75 75 mo Kinetic	6000 6000 20000
ROVER 3 litre	67 67–71	0	2	HS	3	CY	SAE90 1.4 .25. 8 At	SF	Sp	.0078 .005-8	3 2.51	HP EP	90 90	80 80	9000 20000
SIMCA 1000, 1118 <sup>7</sup> . 1204.	67-70 68-71 Differentia	_ l integral	with engin	— — ne and tra	 nsmission:	- swing ax	_ le shafts.	5 8 6 Total tr	Hyp Hel	.004-6	6 75	EP MP 118, 3,5 p	80 90 ts. 7 '6	80 69-' <b>7</b> 0,	Yearly <sup>9</sup> 8000
SKODA 1000 MB					_		118, 8000 mil	SA <sup>2</sup>	Sp	_	_	EP	90	80	6000
SUNBEAM Alpine V, Rapier V. mp Mk. II	67-68	0	1_	HS <sup>1</sup>	2	CY	HP140-1M <sup>2</sup>	SF 8	Нур Нур	.005-9 .0035-55	1.75 4.59	HP HP	90 80	80 75	6000 15000

Minx Deluxe, 1725, Arrow, Alpine Coupe Tiger 260. Alpine GT Cricket	67-68 69-70 71 Or BRD.	O 1 O 1 O 2 O 1 <sup>2</sup> BRD—sealed th transmission.	— 2 — 2 HS 3 Own 2 prepacked bea 10 '68 Arrow	CY	— Not reg'd. S with trailin	SF SF SF SF g arms and	Hyp Hyp Hyp Hyp U joints	.005-9 .004 .005-9 .005-9 s inboard a	1.75 2.5 1.75 1.5 nd outbo	HP HP HP MP ard. ? T	90 90 90 90 90 ransaxle; L	80 80 80 80 ubricatio	6000 <sup>10</sup> 6000 8000 None n in
	67-71 <sup>2</sup> Std. differer	O 1 ntial, ESW-M2C1	Ford 2 05-A; limited-s	CY lip, ESW-M2C	36M C104-A. 4 (	SF Change onl	Hyp y on ove	.008-12 rhaul.	49 5 Below -	HP <sup>2</sup> 25°F, use S	90 AE 80.	905 9 From '6	68, 5 pts.
TOYOTA Crown, Deluxe, Custom. 700, 700 Deluxe. Land Cruiser FJ40, FJ45, FJ55. Corona. Corona II, RT 62, 72, 78, Hi-Lux, Celica. Corolla 1100, 1200, 1600. Crown.	67 67–71 67–71 69–71 67–71 67–71	0 1 0 24 0 1 0 1 0 1 0 1 pling and spider.	— 2 — 2 HS 4 — 2 Koyo 3 — 2 <sup>2</sup> Hi Lux, 2	CY CY CY CY CY	Not req'd. Not req'd. 12M Not req'd. None Not req'd. Not req'd. 12,000.	SF SF SF SF SF SF SF SF	Hyp Hyp Hyp Hyp Hyp Hyp Hyp.	.0051-71 .0051-67 .006-8 .005-7 .007 .006 .005-7 Front axl	1 4 2 2 2 2 2.2 <sup>6</sup>	HP HP HP HP Hyp HP HP ating. 6	90 90 90 90 90 90 90 90 68-'70, 2.1	80 80 80 80 80 80 80 80 80	12000 12000 12000 18000 18000 <sup>3</sup> 18,000 18,000 <sup>7</sup> 3.
	67-68 67-68 67-68 69-71 <sup>2</sup> Herald, Spi <sup>6</sup> 67, TR4 ar	O I O I O I O I O I O I O I O I O I O I		CY 7 CY CY 9 pts. 3 Nor	ne req'd. on H	SF <sup>4</sup> SA Hyp SA lerald, Spit. 5.5229A; capacity 2	fire, Spor top up w	.004-6 .004 .004-6 1 .004 ets Six and	1.5 1.5 <sup>2</sup> 1.25 1.25 Triumph		90 90 80 90 — TR4A, opt Outer, RZI	80 80 80 80 — ional swi	60006 60006 8 8 — ng axles.
VALIANT and BARRACUDA All 6 Cyl. All V8 All.	67 68-71 1 Front ball a	O 1 O 1 REFER TO D and trunnion; rear		FICATIONS. e: '67-'68, CY		SF SF Every 20,	Hyp Hyp	.004–6 .004–7	2.0 3	MP MP	90 90 with fibrou	808 80 s U-joint	20000 <sup>5</sup> grease.
VAUXHALL Victor, Envoy. Viva, Epic. Firenza.	67-70 67-70 71	O   O   O   refill at overhaul o	HS 2 HS 2 HS 2	CY CY CY	Not req'd. Not req'd. Not req'd. 3 '69, 1.50 '7	SF SF SF	Нур Нур Нур	.006-8	2.5 <sup>2</sup> 1.25 <sup>3</sup> 2.5 2.5,	MP MP QL-5	80 80 80	80 80 80	1 1 1
	69-71 71 Etched on 1 '67-'69, seas	matched gear sets	rea'd. 5 150	00. 1600: 1200	spiral bevel.	6 Autom	natic tran	5 pts. for l	3 3,6 1.756 1200s, 5 p 1500, 4.4	GL GL HP ots. for 1500; pts; 1600,	90 90 <sup>7</sup> 90 3. 1.75 pts.	80 806.7,8 80	150004
VOLVO "B18" Engine models. P1800E 142, 144, 145, 164	67–69 70–71 70–71 1 Clean and r 1 '68–'69, .00	E 90 exc. in cold of 2 0 2 0 2 2 0 2 2 2 2 2 2 2 2 2 2 2 2	HS 3 HS 3 HS 3 bearings with V	CY CY CY	Not req'd. Not req'd. ry 25,000 mile	SF SF SF es; '68, char	Hyp Hyp Hyp	.0032-59 <sup>s</sup> .005-8 .004-8	2.3	HP <sup>5</sup> HP HP ery 24,000; '	80 90 90 90 69, 3,000	80 90 90 90 only.	120001

BT—Ball & Trunnion. CL—Chassis lubricant. CV—Constant velocity. CY—Cross & Yoke. FF—Full floating. GL—Straight mineral oil. HP—Hypoid gear lube. HP—Hyp—Hypoid. Me—Mechanics. MP—Multi-purpose gear lube. O—Open. SA—Swing axles. SF—Semi-floating. Sag—Saginaw. Sp—Spiral bevel. Spi—Spicer. TT—Torque tube. WB—Wheel bearing grease. WD—Worm drive.

#### STEERING AND FRONT SUSPENSION

			Manua	al Steeri	ng	Pow	er Steeri	ng	Front				c		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-in (In-)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorbe Make & Type
	67-69 68-71 1 Use G	Sag M speci	RB RB al steeri	ng gear	1 1 1 lube No. 10 No. 572368	Sag Sag Sag <sup>8</sup> 051052.	Li Int Li <sup>6</sup> <sup>3</sup> Spor	17.5 17.5 17.5 <sup>7</sup> t Delux	Co Co	1P± .5 1N± .5 <sup>8</sup> .5P± .5 , Caster .5N± .5	.5P± .5 .5P± .5 .25P± .5 .6 '69, Int.	.250375 .12525 .12525 <sup>7</sup> '70-'71,	7± .5 8.25± .5 8.75± .5 16.1 to 12.41	18.8 18.4 18.5 variable r	Delco-Dir Delco-Dir Delco-Dir atio.
	67-69 68-71 70-71 1 To 12; 4 6 cyl. 1	Sag Sag <sup>4</sup> 1. 2 models (	RB RB Desired	24 20 <sup>16</sup> 20 <sup>16</sup> ; permit	80EP <sup>14</sup> CL CL CL ted cas5 5N5P; pinal 16; '70-	-1.5, can	-1.5P.	5, toe-ir	at 30' o	0°-5°12,15 0°-5°12,15 5 to +.517 12 camber, .06251 ir. 14 '68-'69,	0 <sup>2</sup> 875. <sup>3</sup> Outsic CL. <sup>15</sup> '68–'6	.125± .06 .125± .06 .125 .125² le wheel angle 9 Rebel & Ar	6.5 6.2 6.5 7.75 w/inside wh	18 17.8 18 22 <sup>3</sup> eel @ 25°.	Gab-Dir Gab-Dir Gab-Dir Delco-Dir <sup>13</sup>
AUSTIN Austin-Healey 3000, 3000 Mk III. Mini & Auto., Cooper, Cooper S A99, A110 Westminster A60 Cambridge. 1100 America. 1800. A-H Sprite Mk III.	67 67–71 67 67 67–71 67–71 67–68 8 Rear w	Bur CG — — — — —	CP RP CP CL RP RP RP	15 21 15 —	HP90 GL140 HP90 HP90 HP90 MP90 EP140 Toe-out at \$\(^{\text{P}\pmu} \) 1; '69				Co Co Co 6 6 Co	2 3 1.25 1.5 6 <sup>7</sup> .258 3	1 1-3 <sup>3</sup> .5 .75-1 .5p <sup>7</sup> 1.5 'Hydrolastic'' flu	.062125 .062 <sup>4</sup> .125 .062125 .062 <sup>4</sup> .125 0125 id-in-rubber	6.5 9.5 7.5 6.5 10 12 6.75 suspension.		Arm-AT Arm-Dir Arm-AT Arm-AT 6 6 Arm-AT
BMW 1800, 1800 T1	67-68 Lower	Gem wishbon	WR ie w/Mo	15.5 Pherson	Hyp90 struts.	Boge A	_ Atos, FI	 OS32.	Co1	3±1	.5±1	.0787	8±1	19±1	Dir <sup>2</sup>
BUICK Special. Le Sabre, Wildcat, Electra Riviera Le Sabre, Wildcat, Electra 45, 46, 48000 Series 49000 Series Special. 45-46-48-49000 Series	67-70 67 67-68 68 69-70 71 71 11 Use Gi	Sag Sag Sag Sag Sag Sag Sag Sag M spec. ore, 18.5	RB RB RB RB RB RB RB Steering	24 28 <sup>13</sup> 28 28 28 28 28 28 28 28 28 28	11 11 11 11 11 11 11 11 11 11 12	Sag Sag <sup>16</sup> Sag Sag <sup>16</sup> Sag Sag <sup>25</sup> Sag <sup>25</sup> 1052. 12 19 '68 Ca	Int Int Int Int Int Int Int Int Int of7 toe- onber . 2 others I	17.5 <sup>22</sup> 17.5 17.5 17.5 17.5 16 <sup>23</sup> 16.0 15 <sup>28</sup> out, 18.5°P+ 6 to 12.	Co Co Co Co Co Co 6; '68, 1 75°— 25 2:1 varia	.5N± .5 IP± .5 IP± .5 IP± .5 IP± .5 .5N± .5 <sup>26</sup> IP± .5 <sup>28</sup> 8.8. <sup>13</sup> Le Sabre 9°; Toe-in .26± <sup>24</sup> vith 350 V8, and s	.5P±.5 <sup>26</sup> .25P±.5 <sup>26</sup> e models, 24.1. 5; axis 10.75@0	Camber.	power, Thom 20 '68-'69 as	0 21	Delco-Dir Delco-Dir Delco-Dir Delco-Dir Delco-Dir Delco-Dir Delco-Dir Delco-Dir 45000 series 18 No. 5723684.

AA—Alford & Adler. All—Allinquant. Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sacks. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. LBG—Lithium-base grease. Li—Linkage. LS—Leaf springs. Mon—Monroe. New-Newton. RB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilius. TB—Torsion bar. WBN—Worm & ball nut. WG—Worm & ball nut. WG—Worm and peg. WR—Worm and roller. WS—Worm and sector. \*Outside wheel angle with inside wheel at 20 degrees.





























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A STATE OF THE PARTY OF THE PAR			Manua	al Steeri	ng	Pow	er Steer	ing	-	Dames and			7	1	
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	Front End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
CADILLAC 60, 62, 63, 75, 68-69000. Eldorado 680, 681, 682, 683, 69700. Eldorado All, incl. Eldorado	67 68-70 68-70 71 Adj. n	ust be	within 6 Or 25. 11 5 to 13.		th sides of ; 12.2 @ ft 2.2 var. ra	car.	Int Int 5 5 1nt 6 '68, lef 69700 se wood 75 375, exce	t wheel;	TB  Gright,	1N± .5 <sup>2</sup> 2N <sup>2</sup> .5N-1.5 .5N-1.5N <sup>9</sup> 1N± .5 125P375N; '69, '69-'70, .375P3 e & commercial v 16 @ 0° camber.	.125N375F 0±.375 .187257 .125N375 0±.375 <sup>15</sup> .375P375N. 8'69- ehicles 17.5. <sup>13</sup> 17 Eldorado,	.063±.063 .1875125 P <sup>8</sup> .1875125 .1875±.06	58 6 510 612 52518 616,17 69700 series,		Delco-Dir Delco-Dir Delco-Dir Delco-Dir Delco-Dir others variable V. Huid No. 5723684 69800 series, 17.5.
CHECKER					MP902		RB			2P					
	1 At 1 d	eg. cam	ber.	2 '69-'7	1 HP90.	3 '71, N		17.5	Co	ZP	.5-1.5	.0612	71	17.5	Gab – Dir³
Corvair, All	. 68-69	Sag	RB	18	8 Bec. steerin			<u></u>	Co Co	2P+.255 IP±.5 <sup>11</sup> 69, 1.75°P-2.75°	1P± .51 .75P± .512 P. 12 '69.5°F	.18311 .187—.312 P-1.5°P.	7+ 513	18 18.5 <sup>14</sup> 14 '69, 18.	Delco-Dir Delco-Dir
	68-71 1 Use Gl	Sag M spec.		24 g gear lu	1 be, No. 10	Sag Sag <sup>5</sup> 51052.	Li Int 4'70-	17.5 17.5 71, 16.1	Co Co	1P±.5 .5P±.5	.5P± .5 .25P± .5 GM power steen	.250375	7±.5 8.75+.5	18.5 18.5	Delco-Dir Delco-Dir
Chevelle	. 68-71 1 Use Gl	Sag M specia	RB al steeri	244	1 lube No. 11	Sag Sag 051052. 12.4;1 va	2 Spo	17.5 17.55 rt Delux	Co	IN± .52	.5P±.5 .5P±.57	.125250	8.25±.5 8.25±.5 port N.5+.5	18.4 18.46 5. 4'69-	Delco-Dir Delco-Dir 70, optional 20;1.
Monte Carlo	. 70	Sag	RB	24	1	Sag	Li	16 12	Co	.5±.5	.5P± .5	.125+ .25	8.25±.25	18.6	Delco-Dir
Camaro, except Z28 Camaro Z28	67-70 71 71 1 '67-'69 5 V8, 28	Sag Sag Sag , V8, 28	RB RB RB ; '70, 24 Use G	241 24.15 24.1 4. <sup>2</sup> U M power	2 2 2 Use GM sper steering fl	Sag Sag <sup>6</sup> ecial stee luid No.	Int Li ring gear	17.5	Co Co Co lo. 10510 ariable	.5P± .53 0± .5 1N± .5 052. 3 '70, W/9 ratio to 13.0.	.25P± .58	.12525	8.75±.5 <sup>4</sup> 9.5±.5 9.75±.5 n75P±.5.	18.5 4 '70, 10	Delco-Dir Delco-Dir Delco-Dir. 0.5± .5.
Corvette	67 68-71 3 '68-'71 .031 toe-in J No. 57	Sag Sag , Use G 093. per whee 23684.	RB RB M speci 8 '70-'7 el .0625	16 16 al steeri 71, W/Po ± .0312	gear lub ower steeri each whee	Sag Sag <sup>11</sup> De No. 10 ng, cas. 2 el must b	Li Li 51052. . 25P± . e adjust	16 16 4 Cas 5, camb	Co Co ster & ca c75P± pendent	1±.54 1P±.58,10 1P±.58,10 10 70–71, 10 70, Mus	.75± .54,5 .75P± .58,9 opposite side.	.187313 .187312 5 Rear cam	7± .5 9 7± .5 aber .5N± .5		
Vega(full-size Chevrolet)	71 1 Use GN	Sag A steeri	ng lube	20.9 No. 105	1 1052. <sup>2</sup>	Sag <sup>2</sup> Use GM	Li power :	16.1 steering	Co fluid No	.75N± .5 5.5723684.	.25P±.5	.187312	8.55		Delco-Dir
ÄIIAII	71 4 Use GN	Sag I specia	l steerin	24 ng gear l	ube No. 10	Sag Sag <sup>8</sup> 51052.	Int 6 '69.	16.16,9 all excer	Co ot Impal	.75P± .5 1N± .5 a & Caprice 16 to ratio, 17.5;1.	.25P± .5 .5P± .5 o 12;1 variable;	.12525 .12525 '70-'71, all 16	7.5±.5 10±.5 5.1 to 12.4.	18 <sup>7</sup>	Delco-Dir Delco-Dir , 22.5,

See key to abbreviations on page 150

































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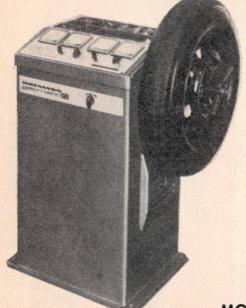


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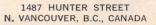
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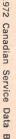


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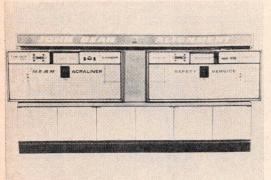


		1	Manua	al Steeri	ng	Pow	er Steer	ing		******					
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	Front End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
CHRYSLER	All Anna	raig o		14.2	Total a					Electric States	N-CONTRACTOR OF THE PARTY OF TH				
All	. 67-71 1 Cam.	Own left 5P	WBN18 + .25. r	24 ight .25	MP90 5±.25, toe-	Own in .125+		15.7 4 Po	TB wer stee	.5N± .54 ring, .75± .5.	.5P(L)1,5 5 Right, .25P	. 1251	9 18.8. 18	17.7 <sup>17</sup> 69-'71, R.I	Own-Dir B.
CITROEN All ID & DS	. 67–71	Own	RP	15	MP or adjustme	Own	Li Nitroge	15	2	1.51	.251	0117	-	_	Built-in
DATSUN 1300, S/Wagon 1600, 2000, Sports Datsun 1000. 1200 & Coupe 1600. 1600 S/Wagon 240Z Sports.	. 67–70 . 69–70 . 70–71 . 70–71 . 70–71 . 70–71	Own Own Own Own		15 14.8 <sup>5</sup> 15.1 15.0 15.0 17.8 ico-Dir.	MP80 MP80 <sup>5</sup> MP90 MP90 MP90 MP90 NLGI#2 3 '70-'7	71, 1600,			Co Co Li Strut Strut Strut Strut Strut	1.5 1.5 2.25 1.17±.5 1.67±.53 2±.5 2.92±.5	1.5 1.42 1.75 1.08±.5 1±.5 <sup>3</sup> 1.17±.5 .83±.5 e-in .0804.	.12 .0812 .08-12 .1624 .24±.35 <sup>4</sup> .1224 <sup>4</sup> .0820 <sup>5</sup> '70-'71, ty	6.50 6.37 6.5 6.92 — 12.17±.5		Tokico-Dir Tokico-Dir <sup>5</sup> Kayaba-Dir 1 Kayaba-Dir Kayaba-Dir Kayaba-Dir Kayaba-Dir
All. All. Polara, Monaco . Coronet, Charger, Dart, etc	. 69-70 . 71 . 71 . 71 . 71	Own Own Own Own os5±	WBN RB RB RB RB .5, cam.	24 24 24 17 L5±	MP90 MP90 MP90 MP90 MP90 . 25, R 25	Own Own Own Own 5±.25, to	Int Int Int Int oe-in . 12			.5N± .54 .55631 .5N± .54 .5N± .54 1.25P± .5 4 Power steering, 16 Challenger, D		.125 .1250313 .125 .125 .024-80 <sup>7</sup> Right, .25P.	9 7.5 10.9 18 L5-	17.7 <sup>15</sup> 18.8 17.8 <sup>16</sup> 18 25, R25 ith outer w	Own-Dir Own-Dir Own-Dir Own-Dir Int/Strut 25.
FIAT 850 Sedan, Convertible, Coupe, Race 1500 Convertible. 1500 Sedan All 124, 124S	. 67 . 67 . 67–71	Own Own Own Own	WS WR WR WR RP transve	13 16.4 16.4 16.4 	GL90 GL90 GL90 GL90 GL90 spring, wish	- - - - - nbones			LS <sup>1</sup> Co Co Co Co o, not lac	9 2.17 3.17 2.25 2.25±.25 den. **Fully la	1± .25 .5 .5 .084 1± .33 .den. 4 Cou	.118 <sup>2</sup> , <sup>3</sup> .0394 <sup>3</sup> .1181 <sup>3</sup> .276 <sup>4</sup> .0± .039 <sup>3</sup> pe & Convertil	4.33 7 6 6 6 		Riv-Dir Riv-Dir Riv-Dir Riv-Dir Riv-Dir in, .118± .039.
Falcon	. 69–70	Ford Ford Ford	RB RB RB RB 16; '70	22 <sup>7</sup> 27 <sup>7</sup> 22.1 22.1 , 22.1 or	8 8 8 8 8 8 8	Ford	Li Li Li	16 17 17 16 -A.	Co Co Co Co 6'68, 18	.5N± .5 75 5±1 1± .5	.25P± .5 .25 .25± .75 .25± .75	.25± .125 3/16 .1875 .1875± .12	7.5 7.5	17.75 <sup>10</sup> 17.88 18.48 18.48	Ford-Dir Ford-Dir Ford-Dir Ford-Dir
Fairlane, Torino	. 69–70	Ford Ford	RB RB RB 19578-A.	22 22 22 6 '6	4 4 8, 18.125.	Ford Ford	Li Li Li 17.81.	16 17 16	Co Co Co	.5N± .5 75 1.5± .25	.25P± .5 +.25 P.25	.25± .063 3/16 .25± .125	7.5 7.5 7.5	17.756 17.887 17.81	Ford-Dir Ford-Dir Ford-Dir
Mustang	. 69–70	Ford Ford	RB RB RB AZ-1957	19.9 <sup>7</sup> 19.9 <sup>7</sup> 22	2 2 2 7 Handling	Ford Ford		16 17 17 68, 7.5	Co Co Co	.25P± .5 .2513 0±1 68, 18.67.	1P± .5 .75 .75± .75 70, 0± 1	.188± .06. 3/16 .188± .12	7.5	18.75 <sup>12</sup> 18.68 17.81	Ford-Dir Ford-Dir Ford-Dir
(full-size Ford)				24	2	Ford		17	Со	1P± .5	.5P± .5	.188± .063	3 7.5	18.125	Ford-Dir

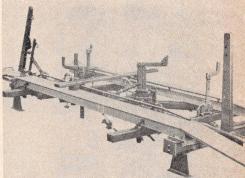
			Manu	al Steer	ing	Pov	wer Steer	ing	Е.			1			
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	Front End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
FORD continued	( ) ( ) ( )									10.4 THE RESERVE					
All		Ford		24 24 -19578-	2 2 A.	Ford Ford	Int Int	16 17	Co Co	1 1±1	.5 .5± .75	3/16 .188± .125	7.5 7.5	19.4 19.16	Ford-Dir Ford-Dir
Pinto	. 71	Ford	RP	22	2		_		Co	1.5±.5	.75± .75	.188± .188		18.95	Ford-Dir
FORD (European)															
Anglia Cortina Cortina 1300, 1600 & GT. Capri	67-68	5 5 5 ype at re	RP	14 16.4 16.2 4 Vehic	HP90 EP90 EP90 EP90 le laden.		_ _ _ /Burman	_ _ _ _ _ _	Co Co Co Co	34 .9N±.6P .9s 1±.5 0°54'-+0°36'.	14 1-2.5 1-2.3 .5±.25	.062- 1254 .1420 .127 .125± .125	6.4-7 9 6.23-7.53	17-18.5 - -	Arm-Dir <sup>8</sup> Dir Dir Dir
HILLMAN Minx V, Super IV, Husky IV				14.5	LIDOO										
	5 Or Wo	odhead-	-Monro	e. 5	Super, .75±	.5.	7 Outsid	e wheel	Co 20°, ins	.5± .255 ide, 22°. 8 Or	.5± .25 Cam Gears type	125 POM.	5.25±.25	7	Gir-Dir <sup>5</sup>
HONDA Honda S600	67 1 Full lo	Own	RP er wheel	15 34–36.	MP2 outer 26-28		-	-	ТВ	3	1.5± .25	.114122	6.5±.5	1	Own-Dir
IMPERIAL All	67-71 Left.	 375+ .2	5: right		.25: CY3. I	Own eft 5+	Int <sup>9</sup> .25, righ	t. 25+	25. '68	.75± .5 3 L+.5± .25; +. 9, .525; '70-'7	5 preferred. R- 125+ 03125	. 125 <sup>10</sup> + . 25± . 25; +	9 25 preferre	17.98 d; '69, 5	Own-Dir 25.
Bellett		_	RP		MP1 or 2				Со	.5	1.5	.118	7.5	1	Dir
Mk X, 420, 420G XKE 4.2	67-68 67-71 67-68	AA Bur	RP RB	=	LBG MP140 to 13	8 8 8	CR 8 RP	• — • —	Co TB Co Ind	0± .5 2± .5 0± .5 2-5P± .25	.5P± .5 .25P± .5 .5P± .5 .5P± .25	0125 .063125 0125 1/16-1/8	8 		Gir-Dir Gir-Dir Gir-Dir Gir-Dir
KAISER-JEEP All (except Wagoneer, Gladiator). Wagoneer & Gladiator (8-327). Wagoneer. Gladiator (6-232). C-101 Jeepster. Jeepster.	67-71 67-71 67-71 67-69	Ross Sag <sup>5</sup> Sag	CL & RB W/P	17.91 24 24 24	GL4-80 GL4-80	Sag Sag Sag	Int	17.5 17.5 17.5 dels, Ga	10	3 2.5-3.5 3 3 * Torsion bar ir pe; Wagoneer, W	1.5 1.5 1.5 1.5 1.5 nd. fr. susp opti	.0509 .0509 019 .0509 .0509 onal, 4 CJ:	7.5 7.5 7.5 7.5 7.5 7.5 8.5A, C.J.6 40657.		Mon-Dir <sup>2</sup> Mon-Dir Mon-Dir Mon-Dir Mon-Dir 50, FC170, [L-L-2105-B.
All	67-71	Bur	RB	15.62 (		_	_	- 1	S		15		7	_	WM-Dir
LINCOLN-CONTINENTAL All except Mk III. Mk III. Mk III. See key to abbreviations on page 150	68 69 70						Int	17 17 17 17	Co Co Co	1.5N±.75 1±.5 1.5N 1±1	.5P± .5 .5± .5 .5	.125± .063 3/16± 1/6 1/2 .125	7 7.75 7.75 7.75 7.75	17.75 18.1 17.71 <sup>2</sup> 19.28	Ford <sup>1</sup> -Dir Ford-Dir Ford-Dir Ford-Dir

See key to abbreviations on page 150.

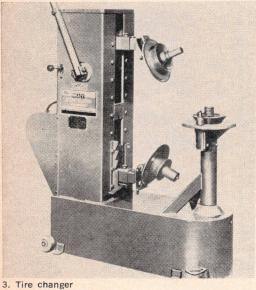
## PROPERLY EQUIPPED SHOPS are getting the lion's share of the business JOHN BEAN has the lines that will put your shop in the high profit picture!



1. Acraliner



2. Body frame





4. Wheel spinner

### BYRON KING LIMITED 94 MILLWICK DRIVE, WESTON, ONTARIO

KEEPS YOUR SHOP IN THE PROFIT PICTURE BY PROVIDING 24 SALES AND SERVICEMEN ACROSS CANADA TO LOOK AFTER THE ABOVE FINE LINES OF AUTOMOTIVE EQUIPMENT

CALL YOUR LOCAL JOBBER AND ASK FOR A DEMONSTRATION

			Manu	al Steeri	ing	Pow	er Steer	ing	Front				Steering		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
LINCOLN-CONTINENTAL ContinentalAll	. 70	_	_ _ 2 '69, M	_ k III on	_ aly, 19.13.	Ford Ford	Int Int	17 17.5	Co Co	1.5P 1P±1	.5 .5± .75	0± .125 0± .125	7.75 7.75	18.70 18.70	Ford-Dir Ford-Dir
1500 <sup>1</sup> , 1800 1200, R100 1200 R100 616.	. 69–70 . 71 . 71		RB RB RB RB RB *70, 12	5 6 6 6 17–19 00; R10	EP90 EP90 EP90 EP90 EP90 0, Cas. 2, ca	- - - - - - - - - - - - - - - -	]; 3,		Co Strut Strut Strut Strut Strut sedan;	$\begin{array}{c} .5 \pm .33 \\ 2.5 \pm .75^2 \\ 2.03 \\ 2.12 \\ 0.47 \\ \text{s/wagon 7.83; R} \end{array}$	1±.33 .83±1.0² 0.48 0.40 0.45 100, 8.001.	.125 .125 .0420 .0412 .12 '70, W/inside	8 8.166 <sup>3</sup> 8.42 8.50 9.14 wheel at 38	314 314 314 314 314 5 19.	Dir Dir Dir Dir Dir 5-22. 1.
MERCEDES-BENZ			ations n	ot avail	able from M	Maranda.	D f	C	Lal						
220, 230, 250 280, 300, 600 220, 250 280 300 600	. 69 . 69 . 70 . 70	MB MB MB MB MB wailable	RB RB RB RB RB for 300.	22.7 22.7 <sup>9</sup> 22.7 22.7 —————————————————————————————	— HP90 HP90 HP90 HP90	DB DB MB MB MB MB O SEL/8:	Hyd Hyd Hyd Hyd SEL/6	15.7 17.2 <sup>10</sup> 15.7 17.2 17.2 <sup>15</sup> 17.3	— 11 11 11 11 10 10 17 3	2.25±.33 3.5±.25 4±.25 <sup>15</sup> 2±.25 3. 11 70, Doub	 .533 <sup>14</sup> +.2020 +.16+.33 le wishbone, 300				Dir Dir-FS <sup>13</sup> Dir-FS <sup>13</sup> Dir-FS <sup>13</sup> Dir-FS <sup>13</sup>
MERCURY											'70, $\pm$ .0394.				
Comet. Montego Montego	. 68		RB RB RB 9578-A.	22 22 8 '7	7 7 0, 17.81.	Ford Ford Ford	Li —	16 16.1 16.1	Co Co	.5N± .5 5	.25P± .5 + .25	.25± .125 14 3/16	7.5 7.5 7.5	17.75 18.125 19.148	Ford-Dir Ford-Dir Ford-Dir
Cougar Cougar	. 68-70	Ford	RB	19.91 19.91 22	2	Ford Ford		16 16.18 17 4 '69	Co	$.25\pm .5  +.25  0\pm 1  70-'71, 0\pm 1.$	1P± .5 +14 .75± .75 '69-'71, 18.68,	.188± .063 3/16 .188± .125	7 7.5 7.5	18.75 18.67 <sup>5</sup> 17.81	Ford-Dir Ford-Dir Ford-Dir
Meteor Meteor. Mercury.	68-70	Ford	RB RB RB ESW-I	24 24 24 M-1C87	3 3 ; '67-'68, C	Ford Ford	Int Int Int 78-A.	17 17 17 9 '69, 1	Co Co Co 9.4; '70	1P± .5 +1 1± 1 ), 19.16.	.5P±.5 +.5 .5±.75	.188± .063 3/16 .188± .125	7.5	18.125 18.1259 19.16	Ford-Dir Ford-Dir Ford-Dir
Mercury	. 68-70	Ford Ford abricant	RB RB No. ES	24 24 SW-M-1	1 1 C87A; '67-	Ford Ford 68, C3A2	_	17 17 A 9	Co Co '69, 19.	1P± .5 +1 4; '70, 19.16.	.5P±.5 +.5	.188± .063 3/16	7.5 7.5	18.125 18.1259	Ford-Dir Ford-Dir
MG & GT	. 67-71 . 67-71	=	RP RP	Ξ	HP90 EP140			Ξ	Co Co	7 3	1 .75	.063094 0125	8 6.75	_	Arm-Dir Arm-AT
OLDSMOBILE F-85. Jetstar I, all 86 & 98. Toronado. All except F85, Toronado. F85.	. 67-70 . 67-70 . 71	Sag Sag Sag Sag	RB RB RB RB	24 24 28 28	4 4 4	Sag Sag Sag Sag <sup>14</sup> Sag <sup>14</sup>	Int Int Int Int Int	17.51 17.51,1 17.5 <sup>12</sup> 16.1 <sup>15</sup> 16.1 <sup>15</sup>	TB Co	.5N-2N IN± .5 <sup>10</sup> 2.5N-1.5N <sup>2</sup> IP± .5 I.25N± .5	N.25-P.5 .25N5P .25N5P <sup>9</sup> .25P±.516 .25P±.516	.125187 .125187 0062 0±.0625 0±.0625	9 11 11 10.58	18.6 18.38 18-2 18.5 <sup>17</sup> 19.25	Delco-Dir Delco-Dir Delco-Dir Delco-Dir Delco-Dir

	Z	
	Z	
1	Z	
1	Z	
-	Z O	֡
•	2	֡
-	2	֡
-	STERRIZE	
-	3	
-	3	
-	G	
	AG FRONT	
	FRONT	

Toronado	. 71		_		_			15.118		2N±.5			1119	_	Delco-Dir
										No. 1051052.				375. 11'6	8-'70, N.5-N1.5.
										9, 16.0 to 12.2 (v					
				camber.		04.	10 13.	1; 400 V	0, 13.1 to	o 13.1. <sup>16</sup> Rig	ht side, . 2011±	.5. " Kigh	it turn, 18.3	55.	
OPEL	101.	. 1.	(6) 0	Camber.											
GT-77	. 71	Own	RP	_	_	-	_	-	Leaf	3±1	1N±.5	. 125 188	6	18.5	Dir
PEUGEOT															
404			RP		CL	_	-	-	2	2±1	.5± .75	1/16	9.5±10	-	Own-Dir
204		Own	RP		CL	-			_	.5	.5	1/16		-	Own-Dir
204, 304	. 70-71		RP	21	CL				Strut	6.5±.5	.5± .75	.094± .0948			Own-Dir
404			RP RP		CL CL				Strut Strut	2±.5 2.33+.5	.5± .75	$.094 \pm .094$			Own-Dir
504		Own			coil spring	and low		one			.63±.5	$.156 \pm .094$			Own-Dir
PLYMOUTH	- Integ	rai teles	copic ty	be with	con spring	asid lowi	er wishin	one.	106-00	16.					
All	67-69	Own	WBN	18 24	MP90	Own	Int18	15.7	TB	.5N± .518,17,19	5P(L)14,19	.125	915	17.716,20	Own-Dir
All.		Own	RB		MP90	RB	RB	15.7	TB	$.5\pm .562^{2,13}$		.125+ .0312		20	Own-Dir
										P± .5. 14 Rig				S. models.	
For Cricket see Sunbeam									18 '69,	RB. 19 '69, car	nber L .525, 1	R . 25 25, too	e-in, .125(	0313.	
	20 '69-'	71, 121 i	n. & 122	2 in. W.I	3., 18.8, ot	hers 17.0	5; 17.8	in '71.							
PONTIAC															
(Canadian models)	/ H HO	•	777	24				17 50	-	750. 5	250. 5	105 05			
All	. 67-70		RB		1	Sag		17.58		.75P± .5		.12525		18	Delco-Dir
75, 76, 252-262-26800 Series	111.0	Sag		28	luba Na 1	051052	2 1 10	16.14 CM P	Co	1P± .5 ring fluid No. 572		$.1875 \pm .0625$ 70, 16.1 to 12		18	Delco-Dir
										5 With 1° ca		70, 10.1 to 12	2.4:1 Variab	ie ratio.	
	101	, 202-20	ooo seri	cs, 15 tc	is.i, stat	ion wago	TIO COIIS	and lath	0, 17. 3.1.	with t ca	moer.				

See key to abbreviations on page 150

### ELECTRONIC HEAVY DUTY WHEEL BALANCERS

#### MODEL HD AND CB For passenger cars and truck wheels

#### CAPACITY

HD - Balances statically and dynamically all passenger car wheels or light trucks, with or without wheel drum assembly.

CB - Balances all passenger car wheels and trucks statically and dynamically, with or without drum assembly.

Size — 32 inches long, 211/2 inches wide, 381/2 inches high, Weight 450 pounds.

#### H. C. SCHILDMEIER CO.

Canadian Distributor:

#### BYRON KING LIMITED

94 Millwick Drive, Weston, Ontario,



#### VARIATION FORCE CORRECTOR

- 1. Floating road bed simulates actual road conditions.
- 2. Machine corrects or indicates advisability of tire assembly rejection.
- 3. Personalized graph records conditions of tire.
- 4. Graph proves machine and becomes a record for your customer - assurance of quality work.

#### CAPACITY

Passenger cars and light trucks. Tires up to 16" wide and 35" diameter,

# 1972 Canadian Service Data Book

#### THE BIG LINE

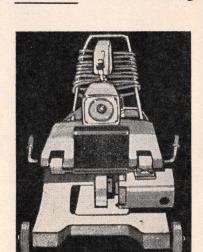
Big in portable wheel aligners



**ALEMITE** offers a truly Portable Aligner . . . Works with complete accuracy indoors or out on the driveway.



THE **PROFITABLE** LINE



THE BIG LINE

ALEMITE offers a complete line of Electronic and Mechanical Portable Wheel Balancing.



BELLEVILLE, ONTARIO









TANK TO SEE SEE			Manua	al Steeri	ng	Pow	er Steeri	ing	Front				Steering		The state of the s
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
PONTIAC continued															
(U.S. models) Full-size Pontiac Catalina, Executive Bonneville <sup>3</sup> 252, 256, 26200 ser. 27600 Gr. Prix. 233-235-237-242-27000 Series.	69 70 71 1 To 12 gear h	.2 varia	1051052	2. 8 (	Catalina; ot	hers vari	with 1° c		Co Grand	1.5N±.5 1.5N±.5 1.5N±.5 1.5N±.5 Prix 9° with 0° ca	.25P± .5 .25P .25P± .5 0± .5 nmber, toe-in 18.		and Prix.	18.4 18.4 <sup>2</sup> 18.4 18 7 Use GM:	Delco-Dir Delco-Dir Delco-Dir Delco-Dir special steering er., Grand Prix, 9.
Tempest			er steer RB		No. 57236	84. 18 Sag	Variabl Int	e to 13.		1.5N+ .51	.25P± .5	0125	92	18 6	Delco-Dir
Tempest Tempest	. 69-70 . 71 1 S/Was	Sag Sag gon, 2N	RB RB ± .5.	24 24 2 '68, 1 '70-'71	7 7 9.5± .5 wi , 16.1 to 12 1 No. 57236	Sag Sag <sup>13</sup> th 0° cam 2.4 var. r	Int Int aber.	17.58,1 16.111 7 Use (	Co Co CM spec	1.5N <sup>9</sup> ,12 .5P±.5 ial steering gear l N±.5, s/wagon	.25P12 .25P± .5 lube 1051012.	0125 .12525 8 Except GT	910 8.75±.5 O; GTO, 15	18 18.5	Delco-Dir Delco-Dir
Firebird. Firebird. Firebird. Firebird. Firebird.	. 67 . 68 . 69–70 . 71 ¹ Use C	Sag Sag Sag Sag M speci	RB RB RB RB al steer	24 24 <sup>2</sup> 24 <sup>2</sup> ,6 24 <sup>8</sup> ing lube 6 '70, 2	1 1 1 1 No. 10510	Sag Sag Sag Sag <sup>9</sup>	Int Int Int Int W/air co	17.5 17.5 16.44 16.110 ondition cam2	Co	0-1P .5P± .5 .597 0± .5 3 With P .5° .5P. 8 8 cyl., 2	.25N75P .25N±.5 .25P <sup>7</sup> .1P±.5 camber. 4'6	.12525 0125 .12525 .1875±.0625 9, To 12.2 vai	riable ratio:	18 3 18 70, 16, 1 to	Delco-Dir Delco-Dir Delco-Dir Delco-Dir 12.4.
PORSCHE 912, 911, 911S. 912, 911T, 911L <sup>3</sup> , 911S, 911E. 911T, E, S.	67	ZF ZF ZF	RP RP RP	16.5 16.5 16.5 Not '69	Grease Grease Grease	E, strut.	- - 5 911	S, Kon	TB TB <sup>4</sup> TB	7.5 6-7.5 5.5-6.2	5 0±.33 0±.33	.0412 0 0	11 7.5 7.5	_ _ _	2 Boge <sup>5</sup> Boge <sup>5</sup>
RENAULT Caravelle S-4, R8, R10 R4 R16, TA, TS R4 R8, R10, R8S R8, Gordini R12	. 67-68 . 67-71 . 69-71 . 69-71	Own Own Own Own Own Own	RP RP RP RP RP RP RP	17	CL CL CL CL CL CL CL CL			- - - - - - - - - - - - - - -	Co TB TB TB Co Co Co	9 8 2.65±1 6±1 9±2 2.66±1	1.5 2.5 45 1.5 1.66	.156 0125 <sup>8</sup> 	10 13 13 13 9.5 9.5	5/32-6/3- 5- 5- 0 125 <sup>3</sup>	All-Dir All-Dir Dir 4 All-Dir Gab-Dir All-Dir <sup>4</sup> Dir
ROVER 3 litre			RB	17.5	GL140	2	Int	15.6	ТВ	IN	2P	0062	4		WM-Dir
2000 3500S	. 67-71 . 70-71	<u>-</u>	WR	20.3	EP90 <sup>1</sup> 0°F., 80.		CR o-Steer.	19.36 8 A	Co Co damant	25P± .5 1.5P± .5	0± 1 0± 1	0± .0624 .125± .062	8 2 8 Variable.	_	WM-Dir WM-Dir
SIMCA 1000. 1118. 1204.	67-69	Gem Own Own	CR RP RP	13 13.4 13.4	80EP SAE90 SAE90		=	=	5 TB	10±1 8±1 1.25±.5	1± .25 1± .5 .25± .5	.25± .125 1/2± 1/16			Dir Dir Dir
5KODA 1000 MB, 1100MB	. 67–71	Own	WN	-	EP80	_	-35	-	Со	6.5	1.25	. 15 23	7-246	_	PAL-Dir

			Manua	al Steeri	ing	Pow	er Steer	ing	Front		<b>建</b> 矿。2		Steering		
MAKE & MODEL	YEAR	Make	Туре	Gear Ratio	Gear Lube. Type & Grade	Make	Туре	Gear Ratio	End Ass'y Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
SUNBEAM Rapier Alpine Imp Minx Deluxe. Tiger 260. Arrow, Alpine GT, Coupe. Cricket	67-68 67-69 67 67-68 67-70 71	Own utside v	RP RB RP RB RP	14.5 14.51 14.5 16.4 17.6 20°,	HP90 HP90 EP80 HP90 EP80 EP90 MP90 <sup>3</sup> Fully lacel, 30.25°.		Or Girl			.5± .25 <sup>8</sup> 3.80 <sup>8</sup> 10± 1 <sup>6</sup> .5± .25 3.5 .25N± .5 11P± .5 lignment specs, or	.5±.25 <sup>8</sup> .5±.25 <sup>8</sup> 7.5±16 .5±.25 .5±.25 .0±.75 IP±.75 a dimensioned of	.125* .125* .187± .125 .125 .125 .125± .065 .0312125 hecking blocks.	5.25±.25 5.25±.25 11.75±.75	$\frac{22.7 \pm .5}{221}$	Arm-Dir <sup>4</sup> Arm-Dir <sup>4</sup> WM Arm-Dir <sup>4</sup> Arm-Dir <sup>4</sup> Arm-Dir <sup>10</sup> Int/Strut
THUNDERBIRD All	. 69-70	Ξ	_ _ _ '68, 1±	_  _5; Toe	_ _ e-in, 3/16±	Ford Ford	Int Int Int 8 '70, c	17 17 17 as. 1±1	Co Co Co ; cam	.5P± .57 18 1± 1 75. 9 '70, 19.2	.5P± .5 ± 5 <sup>8</sup> .5± .75	.188± .063 <sup>7</sup> 3/16 .188± .125	7	18.125 19.139 19.28	Ford <sup>1</sup> –Dir Ford-Dir <sup>1</sup> Ford-Dir
	67 67-71 67-70 70-71 69-71 71 69-71 71 67-69 67-70 71	28: C	WS WR RB RB RB RB WR WR <sup>10</sup> RB RB RB	18.8 18 18 <sup>10</sup> 18.5 20.5 <sup>12</sup>  .5, uter 27°	GL90 GL90 GL90 HP90 HP90 HP90 HP90 GL4 GL4 GL90 GL80 GL80 GL80 GL80 TFull 12 To 26.6	lock, inn	er wheel	19.3 m, 7.13.	iter 30°.	.331 .75±.25 1.66N .33P 1.25P .33P 1P±.5 .25P±.5 2P1 1 .5±.513 .75N±.7514 ill lock. inner 38° 8 To 23:1, vai 6+.5. <sup>14</sup> MS.	riable ratio.	.1216 .0412 .122 .12 .20 .27 .24 .24 .12 .12 .0816 .16±04 .6±04 .6 Full lock, i			Dir Dir Dir Dir Dir Dir Dir Dir Dir Dir
TRIUMPH TR4, TR4A Herald, 1200, Spitfire, Sports Six 2000. 1300. GT6. GT+ Spitfire Mk III. TR6.	67 67-68 67-68 67-68 67-68 69-71 69-71	CG CG CG CG CG CG	CR4 RP RP RP RP RP RP RP		MP90 MP90 MP90 MP90 MP90 HP90 HP90 HP90 dhead-Mon	ШППП			Co Co Co Co Co Co Co	0 4 2.5P 2P 3.5-IP 3.5P 4P 4, rack and pinion	2P 2 .75N 0 2.25-1P 2.75P 2P	.125 .0625 .0625 .0635  .063125 1/16 1/16	7 6.75 11.5 7 6 6 6.75		Dir <sup>1</sup> Arm <sup>8</sup> -Dir Gir-Arm-Dir Gir-Arm-Dir Gir-Arm-Dir Gir-Arm-Dir Gir-Arm-Dir Arm-Piston
VALIANT and BARRACUDA All All All	67–68 69 70 71	Own Own Own	WBN WBN RB RB	24 24 —	MP901 MP901 — MP90 pelow —30	Own Own Own	Int Int Int Int	15.7 15.7 — — . 25 (L	TB RB TB TB	.5N± .58 .556310 0-1 .5N± .5 8 Power steering	.5P(L) <sup>9</sup> .525 .2575 .5P(L) <sup>2</sup> , <sup>9</sup>	.125 .1250313 .125±.0312 .125±.0312 9 Right, .25P	7.5	18 17.5 17.5 17.5 wer steerin	Own-Dir Own-Dir Own-Dir Own-Dir g, .75± .563.

VAUXHALL										
Viva, Epic	Bur <sup>7</sup> RP	18	_	- Co	1-2P	0-2P	0098	6.5-7.5	21.5	Dir
Victor, Envoy 67	Bur RB	15.7 4		- Co	.5-3.25P10	.5-1.75P	.094156	5-611	21.5	Dir
Viva, Epic	Bur RP	15.5 9		- Co	.9-1.9	0-2	009	6.5-7.5	18.75	Dir
Victor, Envoy	Bur RB	22.5 4		- Co	2.5-3.512	.5-1.512	01	6.5-7.513	19	Dir
Viva, Epic & GTS 70	Bur RP	15.5 4		- Co	2.5P-414	0-214	0±.0468	6.5-7.5	18.75	Dir
Victor, Envoy 70	Bur RB	22.5 4		- Co	2.5-3.5	0-2.515	01	6.23-8.23	19	Dir
Firenza	Bur RB	15.5 4		- Co	2.5-4.016	1N+ 115	0+.047	7.75-10.25	18.5	Dir
	M special stee	ring gear lube No.	1051052. 7 Or	Cam Gears Ltd.	9 Prepacked.	10 Station wa	agon. 0-3P.	11 Station w	agon, 5, 25	-6.25.
	aster 2.5-4; ca		13 '69, 6, 23-8, 23,		o be within .5°			. 15 To be	within 1.5	o side for side.
	er within 1° sic									
VOLKSWAGEN										
Beetle 67	VW WR	14, 155 6		- TB		.5± .25	.0818	_	_	Boge-Dir
1500 <sup>7</sup> , 1600 (type 3)	VW WR	14.9 6		- TB		1.33±.17	.1624	_		Boge-Dir
Beetle & Karmann Ghia 68-71	VW WR	15 6		- TB	3.3	.5± .3	.1624			Boge-Dir
VW 1600 de luxe	VW WR	17.7 Grease		- Co	2+.58	1.33±.33	.5 deg.			VW-Dir
VW 411 71	VW RB	22.38 Grease		- Co	1.17±.58	1.17±.42	.33 deg.	_	_	VW-Dir
VW (type 3)	VW WR	14.9 6		- TB	4+.66	1.33±.33	, 66 deg.	_		VW-Dir
5 1300,	14.34. 6 Sc	dium fluid grease.	'Not' 70.							
VOLVO										
All	Gem CR	15.51 MP802	8 8	17.58 Co	0/+1	0/+.5	0/.166		21.5/23.5	Delco-Dir9
<sup>1</sup> 164 m	odel, 18.3.	<sup>2</sup> 164, automatic tr	ransmission fluid.	6 122S, 123G7	to 5/32. 7 1	122S, 123GT, 14	2E, P1800E, 8	.0. 8 Mod	del 164 only	y, ZF, Int 15.7
9 164, 0	wn-Dir.									

#### BRAKES

MAKE & MODEL	VEAD	AR Make Tyr	T		Cylinder	Wheel C			Drum or D	Pisc	Lining V & Thic		Bonded	Power Unit	Parking Brake
MAKE & MODEL	ILAK	Iviake	Type *	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	or Riveted	Make	Operate On
ACADIAN and BEAUMONT				No. of the last				and the same							
71000 Series (W/organic linings)	67-68	Ben	Dr	1.0	1.0	1.0611	.875	9.5	.060		2.5171	2.0171	В	Ben <sup>3</sup>	RW
All (W/metallic linings)	67	Ben	Dr	.875		1.068	.8758	9.5	.060		1.251755	1 1755	В	Ben <sup>3</sup>	RW
Beaumont (W/organic linings)			Dr	1.0	1.0	1.125	.9375	9.5	.060		2.5171	2.0177	В	Ben <sup>3</sup>	RW
Acadian (front discs)			DD		1.0	1.87515	87515	11	9		2.2141	16	R17	Ben <sup>3</sup>	RW
Beaumont (front discs)			DD		1.125	2.06315	937515		9		2.2141	16	R17	Ben <sup>3</sup>	RW
1000 Acadian, 73000 Beaumont			DD	1.0	1.125	1.125	.875	9.5	.060		2.50714	2.0.1714	В	Ben <sup>3</sup>	RW
1000 (power front discs)		Mor	DD		1.125	2.937519			.000	.0025	1.9346	2.0017	4		
-door sedan		Mor	DD	1.0	1.125	1.125	.875	11.0	.060	.004	2.50714	2 0- 1714		Mor	RW
2-door coupe		Mor	Dr	1.0	1.125	1.125	.875	9.5	.060	.001	2.50714	2.0 1714		Mor	RW
-door coupe		dary, .			Moraine.			g thickness.		0 series front bore			nimum si		
				sc. 1.21						ary . 20. 15 '69, wh					
									front riveted,		Not '69. 19	'70 Front c	aliner asse	mbly	
AMERICAN MOTORS	Iteal	mining	ength 2	. U, thick	ness prima	uy . 17, se	condary . 2	0 07,	Holit Hveteu, i	real bollded.	1401 07.	70, 110110	amper asse	mory.	
Classic & American OHV 6 Cyl.	67	Wag	Dr	1.0	1.03	1.125	.938	9			2 25 188	2- 188	В	Ben	RW
all V8, Ambassador & Marlin IL		Ben	Dr8	1.0	1.0	1.092	941	10			2.5188	1.7518		Ben	RW
American, Javelin 6 Cyl	68	Ben	DR	1.0	1.0	1.12	.94	9.0			2.2519	2.019	В	Ben	RW
All V8: 6 Cyl Amb. Reb S/W	68-71		DRI		1.0	1 1812	9413,15		14	005	2 50- 19	1 7519		Ben	RW

B—Bonded, BD—Bendix Dunlop, Ben—Bendix, BR—Bonded or riveted linings used. CD—Clayton-Dewandre, CL—Chrysler-Lockheed, Di—Disc brakes, Dr—Drum brakes, DD—Disc front, drum rear, DS—Driveshaft, Dun—Dunlop, Gir—Girling, KH—Kelsey-Hayes Lock—Lockheed, Mor—Moraine, MR—Midland-Ross, R—Riveted, RW—Rear wheels, T—Transmission, TOS—Transmission output shaft, TV—Treadle-Vac, Wag—Wagner, \*All hydraulic unless otherwise stated, †Undersize if disc brakes,

<sup>1</sup> American, 91. <sup>2</sup> American V8, 1.18. <sup>3</sup> Rear, .875. <sup>7</sup> Or Bendix, <sup>3</sup> Optional Bendix discs on front, 11 1875 dia. w/Bendix non-servo rear drums, 10" dia. <sup>11</sup> V8s, optional Bendix discs on front, 11.19 dia.; '71, Kelsey Hayes. <sup>12</sup> '68-'69, Rebel 6, 1.09; '70, All 6 cyl. 1.13; '70-'71 Hornet, Javelin, AMX, Rebel,

Lining Width

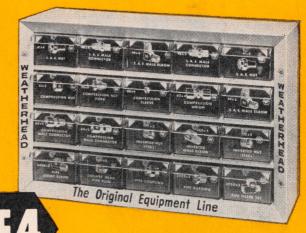
MAKE & MODEL	YEAR	Make	Type	В	ore	Bo	ore		Drum or Di	isc		ckness	Bonded	Power Unit	Parking Brake
			*	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	or Riveted		Operates On
AMERICAN MOTORS con	tinued									6				7.72	
	thickn	less . 450	0, max.	undersiz	; '71, Mate e, .060. on, 2.50 x	15 '71, al	Hornet.	lavelin. Grem	lin. 88: Mata	Javelin & AMX, dor & Ambassado & Gremlin, before	r. 94. 16	all 6 cyl. Hornet, Javel	4 '70-'71, in, Gremli		.19;
AUSTIN A-H Sprite Cambridge. A60. A-H 3000. Mini. A110. Mini Cooper, 1100 America. 1800.	67 67–68 67–68 67–71 67–68 67–71	Lock Gir Gir Lock Lock Lock Gir	DD Dr DD Dr DD DD DD ront dis	.875 .875 .625 .75 —	.875  5 (A-H 300	.9375 875 .875 .9375 .9375	.875 .875 .875 .75 .75 .75 A99, A110	7.010 9.0 11.03 7.0 10.03 7.0 (bot 9.28111	h)14 —	ear linings riveted.	1.252 2.5187 	1 . 25 – 18; 1 . 75 – 18; 2 . 25 – 18; 115 1 . 25 – 18; 2 . 937 – 18; 1 . 2513 Mk II, bonded	7 B 7 BR4 713 B 87 BR4 B R	Lock 15 isc 8.25.	RW RW RW RW RW RW
1800, 1800TI	67-68 1 Rear,				.75 c; rear dru	1.889 um, 9.84.	.625 8 Rear	10.55² drums.	. 0398		-	1.57	_	3 =	RW
All (front discs) Special, Skylark, GS400 Sportwagon Le Sabre, Wildeat, Electra, Riviera Special, Skylark, GS400 43-44000 Except S/Wagon All front discs, single piston <sup>1</sup> All front discs, four piston 45-46-48-49000, front discs.	67 67–70 67–70 68 69–71 69–71 1 '71, 43 12 Minin 16 Thick 43–440	Ben Ben Ben Ben Mor Ben Mor -44000 s num size ness of s	e 1-int seconda s . 495–	thick disc ry lining 505; Otl	1.125 1.0 1.0 1.0 <sup>25</sup> 1.0 1.0 1.0 2 Station w 2, 965; 1. 3, 265. hers, .994.	25-in, disc, 18 '67-'68	some Rivi	13 45-49000 iera, 1.125, vagon, 2.51	19 '67-'70. R	15 GS400, . 875	. 272; station	6 2.51961 0 22220 16 219616 6 2.019616,2 2.019616,2 2.02220 2.02324 wagon prima	R R 6 R 8,3,26 R R R R ry . 236, se	5 21 '6	
	67 67 68–69 68 69 70 71 71 2 Or Mon 9 69700 s seconda	series; 6 ary .28. 0, inner	Dr DD DD DD DD DD DD 7 Min 9800, 1 12 Ser shoe: o	.125; all ries 680-	others, .9 1-2-3; Serie e thickness	1375. 10 es 697, .87	Thickness 5, 698, '68 18 Front ca	.875; 69, .9	lining, .280. 375. <sup>13</sup> Fron		2-3 primary; 11.0. 14 Re	2.00201 2.00201 2.50241 7.2.00201 2.2.50242 2.2.50242 2.00201 secondary, .2	5 R 5 R 5 R 5 R 5 R 6; Series 6	nary; Secondary; Secon	ondary . 29. single

Master Cylinder | Wheel Cylinder

See key to abbreviations on page 163.

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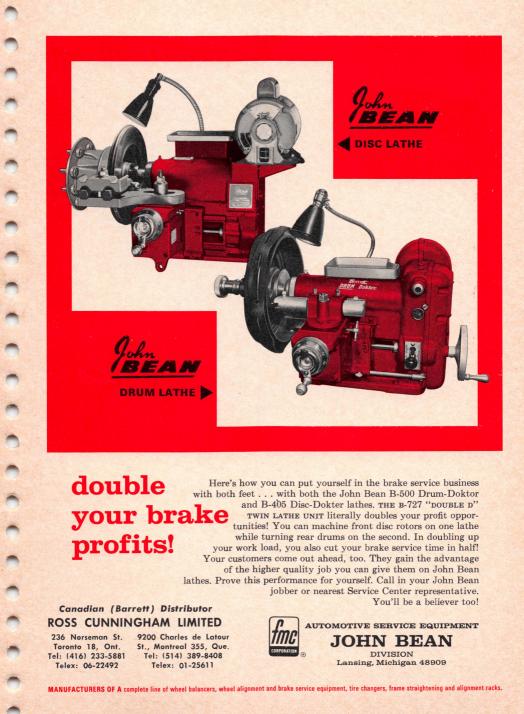
MAKE & MODEL	MAKE & MODEL YEAR	Make	Туре		Cylinder ore	Wheel C	Cylinder ore		Drum or D	Pisc	Lining & Thic		Bonded	Power Unit	Parking Brake
TARRES & WOODE	ILAK	Make		Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	Riveted	Make	Operates On
HECKER												N. S. Leading	NE.		
axi	6768	Wag		1.0	1.0	1.256	1.1256	11.03	.060	_	2.0203	2.0203	В	Ben	RW
Marathon, S/Wagon	6/-68	Wag	Dr Dr	1.0	1.0	1.08 1.125	.875	11.03	.060		2.25246	2.25240		Ben	RW RW
axi, Marathon, S/Wagon	69-70	Mor Mor	DD	1.0	1.125	2.938	.938	11.0			2.7522 <sup>9</sup> 1.9341	$222^9$ $222^9$	R	Mor Mor	RW
II		Mor	DD	_	1.125	2.934	.9355	11			1.9341	2 251	R	Mor	RW
	<sup>1</sup> Secon	dary	29.	Forward	1 rear, 1.			9 Primary;	secondary, .26		1.75 .11				
HEVROLET			-												
orvair 10100, 10500, 10700			Dr Dr	1.0	_	.875	.9375	19.5	_		2.517	2.0174	В	-	RW
orvair, All	4 Secon			1.0 Secondar	y thicknes	. 875 s 20.	.9375	9.5		_	2.0176	2.5176	В		RW
hevy II (W/organic linings)		Ben	Dr	1.0	1.0	1.06	.875	9.5	.060		2.5172	2.0-172	В	Ben4	RW
hevy II (W/metallic linings)		Ben	Dr	.875	1.0	1.06	.875	9.5	.060		1.25175			Ben4	RW
hevy II (front discs)		Mor	DD	_	1.0	1.875	.875	11	6	TO SEE SEE SEE	2.2141	1.0 .175	R	Ben4	RW
hevy II, Nova (W/organic lining			Dr	1.0	1.0	1.125	.875	9.5	.060	_	2.5172	2.0172	В	Ben <sup>4</sup>	RW
hevy II, Nova (W/front discs).			DD	_	1.09	1.8759	.8759	11.0	6	.0025	2.214111		R10	Ben <sup>4</sup>	RW
ova	. 71	Mor	DD		1.125	2.9375	.875	1112	12	.004	1.9346	2.0172	R	Mor	RW
	2 Second	2.9375.		Or Mor.		dary, .29	ar bonded.	mum size I-11	nthick disc,	965; 1.25-in. disc, Rear drum, 9.5; ma	.215. 9 6	Mast. cyl.	bore 1.12	25; wheel	cyl.,
hevelle (organic linings)				1.0									D	D 4	DW
hevelle (metallic linings)		Ben Ben	Dr Dr	.875	1.0	1.125	. 9375 <sup>12</sup>	9.5 9.5	.060		2.517 <sup>2</sup> 1.25175 <sup>5</sup>	2.017 <sup>2</sup> 1.0175 <sup>5</sup>	B	Ben <sup>4</sup>	RW RW

Chevelle (front discs)	2 Secondary th		Or Mor.	2.06310 5 Seconda 69, disc; res		11 6 Minimum 12 '70-'71		.002518 c disc, .965; 1.25	2.2141 5-in, disc, 1.21	2.017 <sup>2</sup> 5. <sup>10</sup> '69-'	R <sup>11</sup> 71, front,		RW
	67-70 Ben 67 Ben 67-71 Mor 1 Thickness of	Dr 1.0 Dr .875 DD — f secondary lining '69-'71, 2, 9375.	1.0 1.0 1.0 2. 2. 20	1.125 1.125 1.875 <sup>5</sup> or Mor.	.875 .875 .875 Secondary	9.5 9.5 11 lining thicks	.060 .060 4,9 ness, .29.	.002510 Minimum size 1- m 9.5, max. over	inthick discs	2.017 <sup>1</sup> 1.0175 <sup>8</sup> 8, .965; 1.25-i <sup>10</sup> '71, .004.		Ben <sup>2</sup>	RW RW RW
	67-71 — <sup>8</sup> Minimum si	Di 1.0 ze, 1-in. disc, .96		1.8756 lisc, 1.215.		11.75 disc riveted,	.060 <sup>3</sup> rear bonded.	.004 5 '69-'71.1.0.	2.2141 6 '70-'71. fr	2.2141 ont caliper as	B4,7 s'y. 7'	Ben 70-'71, F	RW R.
Monte Carlo		DD — R. drum 9.5, ma	1.125 x o/size .060	2.9375 0. <sup>2</sup> Prin	.875 nary; second	11.01 dary .20.	1	.004	2.2141	2.0172	R	Mor	RW
	67 Ben 67 Mor 68-71 Mor 71 Mor	DD — DD — DD — 4 Minimum	1.0 — 1.125 1.125 1.125 1.125 1.125 size 1-in.1-th	1.1875 1.1875 2.063 2.063 <sup>8</sup> 2.9375 2.9375 lick discs, .9	1.0 1.0 1.0 <sup>8</sup> 1.0 <sup>8</sup> 1.0 1.0 965; 1.25-in				2.75168 1.371756 2.2141 2.2141 1.9254 1.9254 9, front 2.938, oversize .060		B B R R <sup>10</sup> R <sup>10</sup> R, front 2.5	Ben <sup>1</sup> Ben <sup>1</sup> Ben <sup>1</sup> Mor	RW RW RW RW RW RW
Vega	71 Mor	DD .75	_	1.875	.75	9.01	.060	.004		1.1818	В	-	RW
CHRYSLER All All (disc brakes) DC1, EC1 DC2, DC3, EC2, EC3 383, 440 Disc All models, drum All models, disc	67-69 — 68-69 Ben 68-69 Ben 70 Ben 70 — 71 Ben 71 KH 1 '70, 383; 444 replacement		ther makes r	1.125 2.375 <sup>20</sup> 1.125 1.125 1.125 2.75 1.187 2.75 & thickness not specified	1. 14 '69, 1.0	11 11.76 11.0 11.0 11 11.75 11.75 11.75 C3 series, 3.0. 15 '69, lix with std.	.060 .060 .060 .060 .060 .050 .050 .050		2.7521 <sup>10</sup> 8.365 <sup>17</sup> 2.7519 3.024 <sup>15</sup> 2.7524 <sup>1</sup> 12.9644 <sup>2</sup> 2.7519 <sup>19</sup> 10.1344 <sup>2</sup> nimum thickn <sup>16</sup> '68-'69, 1.9	ess allowable		Ben Ben Ben Ben MR <sup>21</sup> MR <sup>21</sup> efore dis	sc
All.	67-71 Own 8 ID 19A, 1.6			2.3438 10 Rear dru	.7199 m, 10; From	11.510 169, front &	.39 rear 10. 11	"68 only ID 19,	2.255 <sup>11</sup> 2.12525.	1.375187	В	Own	FW
	70-71 Own 67-70 Own 68 Own 68-71 Own 67-70 Own 70-71 Own	Dr <sup>1</sup> .6875 Dr .875 Dr .750 DD .750 DD .750		.8125 .8125 <sup>1</sup> 1.0 .875 2.00 2.125 2.125	.8125 .8125 <sup>1</sup> .9375 .875 .8125 .750	8.0156 8.001 9.0 9.0 9.132 11.182 10.672		.0008 .0012 .0010 .0020 .0020 .0020 .0020 disc; drum 9.0.	1.38188 1.38189 1.58177 1.58177 1.563 1.87667 2.032	1.38188 1.38189 1.58188 1.58177 1.575 1.87667 1.575 um oversize.	B B B B B B		RW RW RW RW RW RW
DODGE CDI-2 Coronet, Charger Dart IL.6 Dart V8. Dart (disc brakes).	67-71 Ben 67-70 Ben 67-70 Ben	Dr 1.035 Dr 1.0 Dr 1.0	1.0 1.0 <sup>36</sup> 1.0 1.0	1.125 1.125 <sup>87</sup> 1.0 1.125 1.125 <sup>29</sup>	.9375 .9375 .9125 <sup>21</sup> .9125 <sup>28</sup> .9325 <sup>29</sup>	11 10 <sup>17</sup> 9 10 10.79 <sup>88</sup>	. 030 . 060 . 060 . 060 . 050		2.252112,25	2.019 1.752 <sup>1,24,43</sup> 2.02  <sup>18,22</sup> 1.752  <sup>18</sup> ,2 <sup>2</sup>	В	R/Ben —	RW RW RW RW

See key to abbreviations on page 163.

MAKE & MODEL	YEAR	Make	Туре		Cylinder		Cylinder ore		Drum or I	Disc	Lining & This		Bonded	Power Unit	Parking Brake
				Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	Riveted	Make	Operates On
DODGE continued												A 1/40 -			
Polara, Monaco (disc brakes) Coronet, Charger			DD	33 1.0	1.125	2.375	.9375	11.76	20	. 0025	2.19525	25	В		RW
Coronet, Charger	68-69	MALZE I	DD	1.125	1.0	1.63834	.9375	11 11 04		.0025	4.824 <sup>35</sup> 2.24	1.752 2.519 <sup>33</sup>	B	=	RW RW
CD1, CD3, DD1, DD3 Pol., Mon., 225 <sup>28</sup> , 318, 383 2 bbl. <sup>27</sup>	69-70	Ben Ben	Dr Dr	1.0	1.0	1.0	.8125 .9375	- 11	.030	_	2.7519	2.0193	В	Ben	RW .
383, 426, 440hp	. 69-70	Ben	Dr	1.0	1.0	1.125	.9375	11	.060		2.7519 3.019	2.019 <sup>27</sup> 2.519 <sup>33</sup>			RW RW
Challenger (disc brakes)	70-71	Ben KH	Dr DD	36	1.00 <sup>36</sup> 1.125 <sup>36</sup>	1.125 <sup>87</sup> 2.75	.9375	10 <sup>2</sup> 10	. 060		2.519	2.5 198	B	MR/Be	n RW
Dart, (drum brakes)	. 71	Ben	Dr	1.03	1.03	1.039	.81253	940	.050	.0025	10.1344 2.2519 <sup>3</sup>	2.519 <sup>33</sup> 2.019 <sup>33</sup>		MR MR	RW RW
All wagons, Coronet, Charger (disc Polara, Monaco (discs)	. 71	KH	DD DD	_	1.0336	2.75	.9375	1141	.050	.0025	10.1344 10.1344	2.5194 2.0198		MR/Be	n RW
Polara, Monaco (drums)	. 71	Ben	Dr	1.03	1.03	1.187	.9375	11	.060		2.75 198	2.01932	2,44 B	MR/Be	n RW
Colt	1 '70, F	Own ront &	DD rear, 2.	.687 519:38	3 H.P., 4	1.890 26, 440, fro	.750 ont 3.00	R9	.07545	. 006 , 383; 383 H.P., 426	2.44 6 440 dia 11	1.3818	0 10	_	RW
	12 Seco	ndary 2.	525.	18 See	condary t	nickness	25 20 N	Minimum this						makes ne	ot specified.
	24 '68,	Primary	ATOIL 2	2.519, r	ear. 1.75	19. Secon	ndary 2 5-	25 1 75- 24	vidth is 2	19, rear 6 cyl. 2.0	19, 8 cyl. 1.7	5 19. 25	19. 700	9375.	75 10
															Ilso Fury.
										<sup>31</sup> From '69, 1.8– h 426 V8, 1.125.					187
	rear .	9375.	40 V8	, 10.	With 42	26, 440 V8	& all wago	ons; others, 10	). 42 Wage	h 426 V8, 1.125. ons secondary, 2.5- Front, .050 max. u	24. 43 '71,	2.519 P.	. 24 S; 426	, 440 V8	(exc.
FIAT					tion wago			o, 5.019 F,	. 24 3.	Front, .000 max. u	indersize.				
850 Sedan	67-71	Own Own	Dr DD	.75		.875 1.772	.75 .75	7.283 7.2836	.315	-	.165	.165	В	_	RW
1500 Coupe, Convertible	. 67	Own	DD	.875	.875	1.894	.75	9.843	.3156		1.575	.0591	B	Gir	RW RW
124, 124S 128	. 71	Own	Di DD	.75		1.875	1.375	8.9375 8.9371	.0207	.0059	.1575	1.575	5 B	_	RW RW
FORD		s max.	oversize	e .0315, d	lia. 7.30.		dia. 8.898	max. O.S., .		cs may be up to .0		1.1010	о в		RW
Falcon 6 Cyl	. 67-69	Ben	Dr	1.0	.9375	1.062	.844	910	.060		2.25218	1.5218	В		RW
Falcon Stationwagon	67-69	Ben	Dr Dr	1.0	.9375	1.094	.938	10	.060	_	2.5218	22189	В		RW
Falcon	67-69	REFE	R TO	MERCU	RY COL	1.125 JGAR,	.90611	10	. 060		2.25218	1.7521	8 B	-	RW
Falcon <sup>12</sup>	9 8 cvl	Ben s/wagor	Dr 25	1.0	.9375	1.125	. 875	10.0	. 060		2.25234	1.5023	4 B	_	RW
Fairlane			Dr	1.0	.9375	1.0948	9069,11		.060	1st March, after re	2.52441	2 24410	D	D	D.W.
Fairlane 6 Cyl	. 69	Ben	Dr	9375	10	1 094	875	10	.060		10	224410	B	Ben Ben	RW RW
Fairlane (disc brakes)	70	Ben	Dr	10	10	1 125	968	11 20	.060		2 25_ 224	2.2523	4 B	MP	RW
	8 200 II	6, 289	V8 (exc	ept conve	ertible). 1	. 125. 9 5. 11 '6	S/wagon	.938; conver	tible except 3	90 V8, 875. 10	200 II.6. 289 V	/8 (except co	nvertible)	MR, front, 2	. 25 in. wide
	I car ,					1.06213	. 84415	9 /U, After	1st March;	prior refer to Falco		1.5. 210			Div
Mustang 6 Cyl				1.0	1.0										
Mustang 6 Cyl	67-69	Ben	Dr	10	1.0 1.0	1 12511	975	10	.060		2.25218 2.25218	1.5218 1.5218		Ben Ben	RW RW
Mustang 6 Cyl	67-69 67-69	Ben	Dr R TO	1.0 MERCI	1.0	1.12511 ICAD SDI	.875	10		3.7					

See key to abbreviations on page 163



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AUTOMOTIVE SERVICE EQUIPMENT

#### JOHN BEAN

DIVISION Lansing, Michigan 48909

MAKE & MODEL	YEAR	Maha	Т		Cylinder ore	Wheel C Bo			Drum or I	Disc	Lining V & Thick	Vidth kness	Bonded		Parking Brake
WAKE & WODEL	TEAK	Make	Type	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	or Riveted	Unit Make	Operates On
FORD continued								1				) VI			
Full-size Ford All All (front discs) All front discs. All (front discs)	. 67-69 . 69 . 70 <sup>2</sup> Taxi,	Ben Ben Ben S/wago	Dr DD DD DD on, & 42 finish 8	1.0 - 1.0 7 V8, 3i	.9375 .9375 1.00 1.0 n. wide.	1.094 1.938 1.125 1.125 5 See Lin	.938 	11.03 11.96 11.72 11.03 note 11.	.060 5 .060 .36 x 1.90 x	.003 <sup>15</sup> 13 Wear lin	2.5234 <sup>2</sup> Pad <sup>6</sup> 5.36-2 <sup>14</sup> nit, .030.	2.25234 	B B B	MR MR MR Ben	RW RW RW RW
Ford. Ford station wagon. Torino. Torino station wagon Maverick. Mustang (250, 302) Mustang (351, 429 V8) Pinto.  FORD (European)	71 71 71 71 71 71 71	Ben Ben Ben Ben Ben Ben Ben 78, 10.00	Dr Dr Dr Dr Dr Dr Dr Dr Dr	1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.938 2 Front o	1.000 1.000 .9375 .9375 .9375 1.000 1.000	1.125 1.093 1.125 1.125 1.062 1.125 1.125 1.125 1.00 able except	. 938 . 938 . 906 . 968 . 844 . 875 . 906 . 719 . on Maver	11, 030 11, 030 10, 000 10, 000 9, 000 <sup>1</sup> 10, 000 9, 000 9, 000 ick, Pinto.	11.090 11.090 10.060 10.060 9.060 10.060 10.060 9.060	.003 <sup>2</sup> .003 <sup>2</sup> .003 <sup>2</sup> .003 <sup>2</sup> .003 <sup>2</sup> .003 <sup>2</sup>	3.00394 3.00394 2.25362 2.50362 2.25394 2.25362 2.50362	2.25394 2.25394 2.00333 2.00333 1.75394 2.00333 2.00333	R R R R		RW RW RW RW RW RW RW
Anglia	67 67–71 71 Rear		DD DD 8; '68, 9	.625 .706 .75	Rear dru	— — — ms, 9.	.75 .87 .87 .8 Rear, riv	8.0 9.51 9.625 <sup>2,8</sup> 9.625 eted. 6'68	, dual line de 9, 1300, 1600	.0035	1.25187 38 509  on; .70, .875,	1.25187 1.5188 1.75188 1.75188 .812; '69, 13	B <sup>3</sup> B <sup>3</sup> R		RW RW RW 70-'71,
Minx V, Super Minx Mk IV	. 67		DD	.75	_		.88 linings BR	6	_	_	-	1.75	7	-	RW
HONDA S600.	. 67	_	Dr	.748-5	1 —	.8661	.748	7.480-4	. 075		1.34236	1.34236	В	_	RW
IMPERIAL AII	70 71 Secon	KH dary th			1.125 1.125 1.032 69, prim		.9375 .9375 .9375 econdary .		.060 .050 ndary, .24.		7.365 <sup>8</sup> 1.844 10.1344 <sup>4</sup> 4 Area thic		B B B	Ben Ben Ben	RW RW RW
Bellett	. 67–69	_	Dr	.750	_	.750	.874	8.0	8.0		1.46189	1.46118	9 B	_	RW
JAGUAR 420G	. 67-68 . 67-68	Gir Dun Dun	Di Di Di Di		.875 .875 .875 .875 .875	2.125 2.25 2.125 2.125 isc, 10.41.	1.75 1.688 1.5 1.75	10.375 <sup>15</sup> 11.38 <sup>14</sup> 11.375 <sup>14</sup> 10 <sup>14</sup>	Ξ	E III	2.119656 2.04 2.0438 1.87656	1.99365 1.754 2.0438 1.87656	B B	Lock Lock Lock Lock	RW RW RW RW
KAISER-JEEP CJ3B, CJ5, CJ6. DJ3A, DJ5, DJ6. Wagoneer & Gladiator. CJ5A, CJ6A.	. 67-68 . 67-69 . 67-71 . 67-61	Ben Ben Ben	Dr Dr Dr Dr	1 1 1	<u>-</u> 6.75	1 1.125 1.125 1	.75 .812 1 <sup>3</sup> .812	9 9 114 10	.060 .060 .060 .060		1.75211 2214 22125 21875	1.75211 2214 2212 <sup>5</sup> 21875	R R R B	Ben _	DS RW RW DS

See key to ab breviations on page 163.





































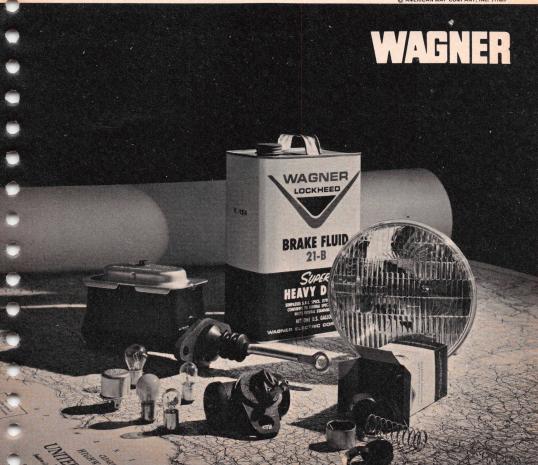
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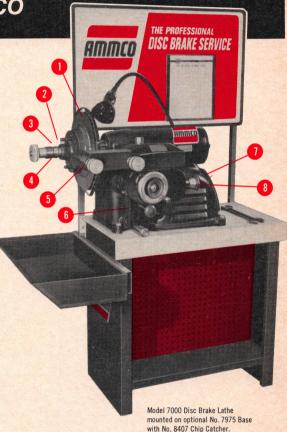


# **8** REASONS for choosing the HUSTLER

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- 4. Exclusive Self-Aligning Spacer and Double Taper Cone ensure fast, dead accurate rotor mounting.
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- 6. Extra-large Cross Feed Slide for lifetime accuracy.
- 7. 1 H.P. motor is standard—3 spindle speeds. Ample power and speed selection for fast, precision work.
- 8. Infinitely variable feed—versatility to handle all current rotors plus new designs to come.





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ity\_\_\_\_\_Zone \_\_

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MAKE & MODEL YEAR Make	VEAD	Milia	Т	Master Cylinder Bore			Cylinder ore		Drum or D	risc	Lining & Thic	Width kness	or [	Power	Parking Brake
	Iviake	l ype	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	Unit Make		Operates On	
KAISER JEEP continued C101 Jeepster	2 FC15	0 & 170	, C-101	, d'shaft	– orake opti 8600 GVV	onal. 3	.8125 Gladiator 5238.	10 w/8600GVW,	1.250 in. 4	7600 or 8600 GVW	2.0188 , 12 in.; 8600	2.0–.188 GVW rear,	R 13 in.	Ben	RW <sup>2</sup>
88-in. wheelbase		Gir	Dr Dr	.75 1.0	1.01	1.25	1.25	10.0 11.0	.030		1.5188 2.25188	1.5188 2.251		Lock1	T
LINCOLN-CONTINENTAL All (Except Mk III) Mk III	. 68-70 71 Disc of latera face;	Ben Ben dia., 11. I runout .755 in.	from ir	4 Midlan 002 in. (aboard be	1.0 1.000 d-Ross op total indic aring cup	ator read	ing). Mini	ce. 13 '68, fr	dimensions for	.003 bonded. <sup>11</sup> Roto r refinishing; .395 ii 2, rear drum 11.03;	r surface mus	d bearing co	R within .00	poard rot	RW RW RW or
MAZDA 1800, 1500¹ 1200, R100 Coupe	60 71		DD DD DD <sup>2</sup> Jidosh	0.6875	0.875 	2.120 1.890 2.12	0.6875 0.625 .75	10.0 7.875 9.055	No No	.002 .002 .0024	0.354 0.382 1.8135	0.1575 0.1575 1.2616	B B B	JKK <sup>2</sup> JKK <sup>2</sup>	
	1967-7	1 specifi	cations	not avail	able from	Mercede	s-Benz of C	anada Ltd.							
MERCURY Comet, Montego Montego (Disc brakes: See Mercury Cougar specifications).	70 14 200 I	REFE L6, 289	ER TO V8 (exc	FAIRLA ept conv	NE SPE	CIFICAT .125	15 S/wagon	SEE TORIN		90 V8875. 16 2	2.5244 <sup>16</sup> AVERICK. 200 IL6, 289 V		B onvertible		RW .25
Cougar Cougar (front discs)	. 67-69 1 390 V readir rotor	Ben 8, Front 1g). Mi face.	DD t 1.094 nimum 4 4.82	Rear .8 limiting of x 1.84 x	dimension:	for refin	5 in. wide. ishing; .402 1.094, rear	Rotor su 2 in. from inbo	pard bearing c	parallel within .00 up to outboard rot 69, 11.29.	Pad <sup>4</sup> 07 in.; lateral or face: 1.117	in, from in	B 002 in.	ring cup to	icator
Meteor	67-69 70-71 Taxi,	Ben REFE S/wago	DD ER TO n, & 42	FULL S 7 V8, 3 ir	n. wide.	D SPEC	.938 IFICATIO ncoln footn	ote 11. 85	.060 7,12	= 436. ° '69, 0.12	2.52346 Pad8 5. 10 '69, 1	2.25234 .0. 11 '6'	B B 9, 11.72.	MR MR	RW RW
All (front discs)	67-69 67-68 69 70-71	Ben Ben SEE I REFE	Dr DD METEC	1.0 OR SPEC	.9375 .9375 CIFICATI	1.094 <sup>12</sup> 1.938 IONS, D SPEC	.938 — IFICATIO	11.03 11.96 NS.	.060 ii	= te 11. 12 '69, 1.12	10	2.25234	B B	MR MR	RW RW
MG Midget MGB & GT	. 67-71	Lock	DD	.875 scs, 10.75		. 9375 om '69, 1	. 8758 . 75 . 25–. 188	7.0 <sup>7</sup> 10 <sup>5</sup> 7 Disc, 8.2		- '68, .75	1.25-2	1.25-26 1.75188	B B	=	RW RW

MAKE & MODEL Y	YEAR	Maha	Туре		Cylinder Bore	Wheel C			Drum or D	Disc		Width	Bonded	Power Unit	Parking Brake
WAKE & WODEL	TEAK	*	*	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	Riveted	Make	Operates On
OLDSMOBILE  88, 98, Jetstar, Starfire. Toronado Toronado (front discs). 33-38 series (front discs/rear drums 22-58 series (front discs/rear drums Vista-Cruiser. 33-38 series. 33-34 series. 33-34 series. Toronado. Vista Cruiser. 35-38 series (front discs). 35-38 series (front discs). 31-48 series (power front discs). 31-48 series (power front discs). 35-38 series. 5-36-4200 series. 35-44-4800 series. 35-44-68-84-8600 series. 6800 station wagon. 96-9800 Toronado.	67-69 s) 67-68 67-68 67-68 69-70 69 69 70 70 70 71 71 71 71 71 71 71 71 71 71	Ben Mor Mor Ben Ben Mor Ben Ben Ben Ben Mor Mor Mor Mor Mor mor mum siront w/1 1875	cyl. bor 23 '(	thick di e, 2.06. 69, lining eness; se 31 '70, fr	19 33 se g front 2.75 condary .3	25 in. disc, er.; 34 ser., 5 125, rear 125. 27 assy.	1.215. rear 2.5- 225, 1	11. 875 (E 9.5 9.5 9.5 11.3 9.5 <sup>24</sup> 11.0 9.5 11.86 11.0 11.12 9.5 11.88 <sup>85</sup> 11.88 <sup>85</sup> 11.88 <sup>85</sup> 11.88 <sup>85</sup> 11.88 <sup>85</sup> 11.85 or Thickness seconons .9375.	060 060 060 1 020 1 1 020 1 25022 060 	15 Vista-Cruiser, k.; min965. 21 24 Drum diam.; thickness; secondar	5, 375-, 4; 5, 375-, 4; 2,5-,1928 2,75-,20 2,0-,2030 	223 2- 22,28 2- 195,15 2- 2- 2511 2. 5- 194 28 2- 195,28 2- 195,28 2- 195,18 375 2- 187; 375 2- 125; 30 2- 2- 20; 2- 0- 20; 2- 0- 19; 2- 0- 20; 2- 0- 20; 2- 0- 20; 2- 0- 20; 3- 0- 20; 3- 0- 20; 3- 0- 20; 4- 20 - 20; 5- 20 - 20; 5- 20 - 20; 16 Rear limi bore rear 1. 1.30. Vista C	R R R B16 R R R R R R R R R R R R R R R R R R R	5 1875. wheel cy	I. bore 1 in.;
GT-77	71 Disc,	9.37.		.810 ont bond	ed.	1.89	.625	9.061	.030	.004	1.7335	1.971	9 R <sup>2</sup>	-	
PEUGEOT 404 Sedan 404 S/Wagon 204. 404 Sedan 404 S/Wagon 204. 204, 304. 404 504	. 67-68 . 67-68 . 69 . 69 . 70-71 . 70-71 . 70-71	Lock Lock Ben Gir Gir <sup>7</sup> Gir <sup>7</sup>		1.0 .75 .866 .75 		1.375 1.18 1.75 1.9 1.18 — 1.889 1.889 2.126 as A.C. S.H	.625 1.125 .75 8.6 1.125 .75 .748 .866 1.685 8 Dru	11F, 10R 11.0 9.0 116 		Bosch. "Rear		09 1.766 72 2.844	197 B <sup>9</sup> 562 B	Ben Ben Ben Bosc Ben Ben Ben Ben K. diam. o	RW RW 
PLYMOUTH All (except Belvedere) Belvedere All (disc brakes) All	. 67–68 . 67 . 1968 4 '67 Be	Ben REFE elvedere	V8, 2. wear be	521. efore dis	9 Belved	ere, 2.0.	11 W/42	11 10 <sup>11</sup> 11.76 <sup>12</sup> 26 V8 (except sher makes not		. 12 Belvedere, 14 '68, .06. 15	2 7519/ 2.52 <sup>15</sup> 2.195 11.04. 18 3 '68, 2.5-P1	1.752 — Minimum th	4,16 B B	Ben 	RW RW RW

Belvedere 225, 318, 383.  Belvedere 3834, 4404, 426.  Fury 225, 318, 383, 2 bbl.  Fury 383, 4 bbl., 440.  Front discs.  For Cricket see Sunbeam.	69-70 Ben 69-70 Ben 69-70 Ben 69-70 BELV	Dr 1.0 1.1 Dr 1.0 1.1 Dr 1.0 1.1 Dr 1.0 1.1 VEDERE REFER I conly, 3, 00—19.	1.125 1.125 1.125 0ODGE; CORON	ce. 0 /(). 4	40: 383. 4	19. 6 '70.	11. 7 '70, 3.	5. 2. <sup>2</sup> 225; 3 019.	2.519 2.019 2.519 <sup>5</sup> 18, 383, 2.5	B B B B 19. 3		RW RW RW RW 440 high
	67-70 Ben 67-70 Mor <sup>2</sup> Or Moraine.	Dr 1.0 1.0 DD — 1.3 Minimum size I	125 2.0639	1.0 2.063° 965; 1.25-in, d	11.0 11.0 <sup>8</sup> isc, 1.215.	.060 8 '68-'70, 11	.0025 .75 diam.	2.75168 2.2141 '69, front 2.938	2.0168 3, rear 1.0; '70	B R ), front 2	Ben <sup>2</sup> Ben <sup>3</sup> 1.9375, re	RW RW ear 1.0.
(Pontiac U.S. Prod'n) Alls All (front discs/ rear drums) Grand Prix All 27600 Grand Prix	67-68 — 69 — 69-70 — 70 — 1 '67-'69, secon	Dr 1.0 1. DD — 1. DD 1. 1. ndary thickness, .26. 3 495 / 505. 7 '68	1256 2.062 0 1.125 125 2.9375 125 2.9375 1; '70, 260. 3	5. 8 Except	'69-'70, Gran	nd Prix. 9 G	rand Prix, 62.6	2.75220 <sup>1</sup> 1.7546 2.5196 <sup>1</sup> .635 <sup>10</sup> 2.5196 <sup>15</sup> 5.5.67-'69, 11.0.10 Inno	er; outer .545.	11 Or	Ben Ben <sup>11</sup> Ben <sup>11</sup> Ben <sup>11</sup>	
Tempest (front discs/rear drums) Tempest	67-70 — 67-70 —	DD 1.09 1 Dr 1.0 1 Dr 1.0 1 ning thickness .265.	125 2.062 <sup>11</sup> 0 1.125 3 Minimum si	. 875 . 875 ze 1-in,-thick	11(Di) 9.5 disc, .965; 1.	. 060 . 25-in. disc, 1	.004 4 Or M	1.754 <sup>10,11</sup> 2.5196 <sup>1</sup>	2 220 <sup>1,11</sup> 2 196 <sup>1</sup> ear linings bon	R <sup>8</sup> R	Ben	RW RW
Firebird. Firebird (front discs) Firebird.	67-69 — 67-69 — 70 — 1 Thickness of	Dr 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	0 1.125 125 2.0626 125 2.9375 55, 2 Or Mora	. 875 . 875 . 875	9.5 11.12 <sup>4</sup> 11 nimum size 1-	.060		2.5196 <sup>1</sup> 1.754 <sup>5</sup>	2196 <sup>1</sup> 2196 <sup>1</sup> ,7 2196 <sup>1</sup> 4 '68, 11.0.	R R R 8 '68, .	Ben <sup>2</sup> Ben <sup>2</sup> Ben <sup>2</sup> 495/.505	RW RW RW
75-76-252-262-26800 series 232-235-237-24200 series 22000 & 233-235-237-242-27000 ser 21000 series 4-door sedan 21000 series, 2-door coupe	71 Mor 71 Mor 71 Mor 71 Mor 71 Mor 71 Mor	DD — 1 Dr 1.0 1 DD — 1 DD — 1	125 2.9375 0 1.125 125 — 125 2.9375 125 1.125 2 Secondary	. 9375 . 875 . 875 . 875 . 875	9.5 111 114 9.5 ondary .265.	.060 .060 .060 .060 .060 .060	.004 004 .004 .004 .mm, 9.5. 5 Se	2.5196 <sup>3</sup> 1.9346 2.517 <sup>5</sup> econdary .20.	2 22 <sup>2</sup> 2 196 <sup>3</sup> 2 196 <sup>3</sup> 2 17 <sup>5</sup> 2 17 <sup>5</sup>	R R R R B	Mor Mor Mor Mor Mor	RW RW RW RW
PORSCHE 911-912. 9118. 912, 9117, 911L, 911S. 911, 912. 911, T, E, S	67 ATE 68 ATE 69 ATE	Di 1.182 — Di .75 — Di .813 <sup>4</sup> — Di .75 —	1.889 1.890	1.379 1.379 1.377 1.496 Pad thickness	10.815 <sup>2</sup> 11.216 11.15 11.41 11.1-4 s. <sup>4</sup> 911E			.591 <sup>3</sup> .591 <sup>3</sup> .591 <sup>3</sup> .059 0.591 <sup>3</sup>	.591 <sup>3</sup> .591 <sup>3</sup> .591 <sup>3</sup> .059 0.591 <sup>3</sup>	B B B B	ATE ATE — —	RW RW RW RW RW
RENAULT Caravelle S-4, R8, R10, R8S R4. R16. R8 Gordini R12. R16 TA, TS.	. 67-71 8 . 67-71 — . 69-71 8 . 70-71 —	DD .748 -	937 1.906 366 1.496 1.875 4499 1.906	1.26 .748 .867 <sup>6</sup> 1.260 .812 .875 750. <sup>6</sup> From	10.236 7.094 92 10.25 9 10 10,25			3.7209 1.21190 1.593375 .546 1.687630 Necto Fadil.	3.7209 1.01190 1.593375 1.562312 1.562197 9 TA; TS .68		Ben 10 Master v	RW FW RW RW RW RW

MAKE & MODEL YEAR		AR Make Type			Cylinder ore	Wheel C	Cylinder		Drum or I	Disc	Lining & Thic		Bonded	Power Unit	Parking Brake
WARE & WODE	ILAK	IVIAKC	*	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front	Rear	Riveted	Make	Operates On
ROVER 100 & 3-litre	. 67-71 . 70-71	Gir	DD Di Di discs.	_ _ _ _ 3 Rea	.75 .875 ar disc, 10	1 25 2.256 25. 5	6255 75 100 models,	11.0 10.75 <sup>3</sup> 10.82 <sup>7</sup> 375. 6 A	030 — . 450 <sup>7</sup> .nd 1.59.		.5  10.69, min. thi	2.25187 — ckness .330.	B B	Gir Lock Lock 10 in.	RW 2 RW
SIMCA 1000 1204 1204	. 69	Lock Lock	DD	. 827 . 689	_ 	.867 1.732	749  .75	9.22			1 5712 3.1 <sup>1</sup> 59 1.4939	1 37- 12 1.3712 1.38197	R B 7 B	1B 	RW RW RW
SKODA 1000MB	. 67–71	_ee	Dr	1.377	_	1.004	1.004	9.06	.06	4 7-25	1.572	1.572	R	_	RW
	. 67–68 . 67–69 . 67–68 . 67–69 . 69	Gir Gir Lock Gir Lock Lock Gir 9.85, dre					. 88 . 88 . 75 . 88 . 88 . 75 . 75 . 9375 . 17 Disc, 10.81	4 1 8 11 1 912 9.012 9.012 9.5; drum, 9 in.	    14 .050 <sup>5</sup> Rear dri		1.5 — — — — — — — c pads bonded	1.75 1 75 1.5 1 75 1 75 1 75 1.75 1.75 	R <sup>5</sup> 9 8R 9 8R 13 R <sup>13</sup> R <sup>15</sup> 8R:	Gir Gir Lock Lock Gir Disc, 10	RW RW RW RW RW RW RW RW RW AW
THUNDERBIRD All	. 68 . 69 . 70		DD DD 1.90 x		1.0 1.0 1.0 1.0 1.0 0 Disc pace	1.938 2.75 1.125 — s bonded. inner 5.3	.938 .938  .938 .938 .938 .12 Disc	11.03 <sup>12</sup> 11.03 <sup>14</sup> 11.72 11.03 11.030 dia., 11.96. 18 '70, Surface			8 2.943 17 — — 14 Front disc, 1	2.25244 2.25234 2.25234 2.25394 1.82. 15 S	15 R <sup>10</sup> B B R	MR Ben MR MR  thickness	RW RW RW RW , .254/.309.
TOYOTA Crown, Deluxe, Custom. 700, 700 Deluxe. Land Cruiser FJ40, FJ45, FJ55. Corona. Crown Deluxe. Corolla 1100, 1200. Hi-Lux. Celica. Crown Corona 62, 72, 78. Corona RT 83. Corolla 1600.	. 67-69 . 67-71 . 67-70 . 68-70 . 67-71 . 70-71 . 71 . 69-71 . 70-71 . 71 . 71 . 70-71 . 71 . 71 . 71	Dun Ben —	Dr Dr Dr DD Dr DD DD DD DD DD	750 .625 .997 .75 .75 .625 		1.125 .747 1.122 .814 2.11 .750 1.25 1.87 2.126 .814 .814	.750 .687 .999 .6261 .87 .686 .8126 .75 .75 .688 .8132 .80	9.06 7.87 11.42 8.999 10.5 7.87 9.055 9.0 8.6 9.0 9.0068 9.0		.006 .005 .006 .006 .006	1.9719 1.18715 1.5720 1.58197 	1.9719 1.18715 1.5720 1.58197 1.9519 1.216 .19 1.619 1.9519 1.5722 193	В	Gir Own	RW RW DS RW RW RW RW RW RW RW

See key to abbreviations on page 163.























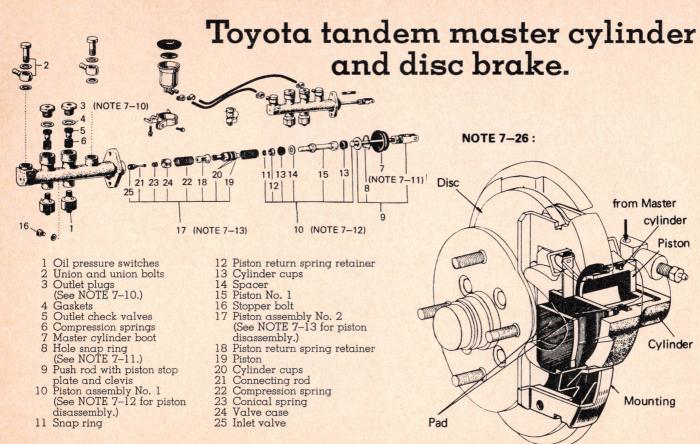








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A 1990 Co. M. CONTROL OF A CONT															
MAKE & MODEL	VEAD	Make	Tune	Master Cylinder Bore			Cylinder		Drum or I	Disc	Lining Widt & Thickness		Bonded	Power Unit	Parking Brake
	TLAK	IVIAKE	Type	Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Max. disc Runout	Front R	lear	Riveted	Make	Operates On
TRIUMPH															
TR3, TR4	67-68	Gir	Dr1	.75		.75	.75	10.01	_	_	2.2525 2.	2525	R	_	RW
Herald, 12/50, Spitfire, Sports Six			Dr5	625	_	.75	.75	8.04	_	_	1.25125 1.	25 125	В	-	RW
2000			DD	_	_		_	9.75	_	_	- 1.	7519	В	7	RW
GT6+			DD		-	_	_	8.08			- 1.	25	В	_	RW
TR6			DD	_		_	_	7.08		_		75	В	-	RW
Spitfire III			DD	_	_		_	9.08	_		- 1.	25	В	-	RW
			sc brake	s at fron	t from ser.	no. TS-13	3046. 4 I	Herald front:	rear 7.0 Spit	fire, Sports Six, 9.0	in. disc. 5 '67,	Spitfire	& Sports	Six, DD	
				ns, 9.0.			um servo.			; TR6, 10.75; Spitfi					
VALIANT and BARRACUDA															
All	. 67-68	Ben	Dr	1.0	1.0	1.08	.912514	97	.030	_		00192		Ben	RW
All W/disc brakes			DD	1.0		1.6369	.912511.	14 11.0411	12		1.84417 2.	00191	7 B	-	RW
All 6 Cyl		Ben	Dr .	1.0	1.0	1.0	.8125	9	.060	_		0019	В	-	RW
All 8 Cyl	. 69	Ben	Dr	1.0	1.0	1.125	.9375	10	.060	_	2.2519 1.	7519	В	-	RW
All W/disc front		_	_	1.0		1.638	_	10.79		_	1.844		-	-	RW
All		Ben	Dr	1.0	1.0	1.125	.9375	1	.060			5 198	В	_	RW
All W/disc front	. 70	_	DD	_	1.125	1.6384	.9375	10.79	<u> </u>	. 0025		0195	PR	-	RW
	SEE D									ENGER FOR BAF	RACUDA.				
	1 '70, V	aliant 6	cyl. 9,	8 cyl. 10	Barracuc	la 383 HP	, 426, 440,	11, others 10.	2 '70, Va	liant; 383 HP 426,	440, 3.019.		. Valiant,		9.
	4 '70, V	aliant;	Barracu	ida 2.75.	5 '70,	Primary;	secondary .	24. 6 V8,	1.125. 7	V8, 10. 9 V8, all	'68-'69, 1.638.		Rear cyl.		
	.9325	: Drum	dia 10	79.	12 Minimu	m thickne	ess allowabl	e for wear be	fore disc repla	acement, Bendix, .8	16; other makes no	t specifi	ed. 13	'68, front	primary,

AA SHOWN		
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Cana a F		
Carried I	1	
-	1	
Care a la	1	
CHARLE S	7	
CINE ALLICE		

VAUXHALL						STATE OF STREET									
Viva, Epic	67-70	Gir	Dr	.70	_	.75	.70	8.0	_	<del>-</del>	1.25156	1.25156	R		RW
Victor, Envoy	67-70	Gir	Dr	.62	_	. 87512	.7512	9	.060	_	1.751874	1.751874	R		RW
Victor, Envoy (Front discs)	68-70	Gir	DD	.75	_	.8751	.75	10.03	_	-	_	_	-		RW
Viva, Epic (Front discs)	68-70	Gir	DD	.81	_	.751	.70	8.42		_	_	4	_		RW
Viva, Epic GT		Gir	DD	.81	_ 190.20	1.9	_	10.032	_	_	_	1.752	R <sup>3</sup>		RW
Firenza		Gir	DD	.810	_	1.9	.70	85	_	_			_		RW
	1 '70. 1.	9. 2	'70, fro	nt disc:	rear drum \	Viva, Epic	8; GTs 9.	3 '70, rear	brakes. 4	'70, 1.752.	5 Front disc, 8.	54. 12 '67	, .75 fro	nt, .50 rea	ır
VOLKSWAGEN															
Beetle	67-69	VIN8	Dr	.75	_	.75	.677	9.05	.060	_	1.616	1.2169	R	_	RW
1500, 1600	67-69	ATE	DD	.75	-	.874	.874	9.09	.010		10	1.8158	R <sup>7</sup>	_	RW
1500 Karmann Ghia type		ATE	DD	.75		1.58	.75	9.0611	. 05411		1.49394	1.58158	В	<u> </u>	RW
VW1 1200, 1600 Sedan			Dr	.76	_	.874	.677	9.05	.060	_	1.57157	1.57157	R	_	RW
VWI 1600 Karmann Ghia			DD	.76	_	1.58	.677	9.051	.0601	.008	. 392	1.57157	R <sup>7</sup>	_	RW
VW3 1600 Sedan, S/wagon			DD	.75		1.65	.874	9.791	. 0601	.008	.392	1.77159	В		RW
411	71	ATE	DD	.76		1.64	874	9.768	.055	.008	3942	1.7716	R		RW
	1 Front				35. 2 Th	ickness pa	ds. 3 Fr	ront disc . 433		94. 7 Disc pa	ds bonded. 8	'67-'68, VW	9 '68	, rear, 1.6	16.
					1.49394.			4, o/size .335						,	
VOLVO	0,, 1	ooo sea	, .	"agoii,		2.4		, 0,0120 .555							
122S, 123GT, 130, P1800, 144	67-69	Cir	DD1	.875	5	_	.875	6			Di	2188	В	1	RW
220 S/Wagon		Gir	DD	.875	.875		.875	10.886				2188	B		RW
142, 144.	68_69		Di		.875	1.422	1.422	10.79	. 4809		.39410	.39410	B		RW
164		Gir	Di		.95	1.422	1.422	10.711	. 48011	_		39410	B		RW
142, 144, 145, 164, P1800E		Gir	Di		12	1.42	1.1518	10.714	.33115	.00416	39419	39410	B		RW
142E, 142, 144, 145		Gir/ATE			. 875	1.4217	1.517	10.718	45718 19	.00418	.394	.394	B		RW
164		Gir	Di		.95	1.42	1.5	10.718	.52018	.00418	.394	.394	В		RW
P1800E		Gii	Di		.875	1.42	1.42	10.718	.52018	.00418	.394	.394	B		RW
	71												_	TILL	1411
110002	71 1 144 F	Gir 5					9 7 PI	800 Cirling	9 Front R	ear 11 6 378 1	indersize 10	Thickness			
	1 144, D	)i. 5	P1800,	.875.	6 Disc 10.	88, drum		800, Girling.		ear, 11.6, .378 u		Thickness.	nt. Rear	11.6	
	1 144, D	Di. 5 : rear 1	P1800,	. 875.	6 Disc 10.	88, drum 12 '70, F	1800E .87	, 164, .95, oth	ners n/availab	le. 13 '70, P18	800E only 1.42.	Thickness. 14 '70, Fro	nt; Rear	11.6.	
	1 144, D 11 Front 15 '70, F	Di. 5 t; rear 1 Rear; Fr	P1800, 1.6, mir ont P18	.875. n. thick 00E, .5	6 Disc 10. ness . 358. 2, others . 4	88, drum 12 '70, F 57. 16	71800E .87	, 164, .95, oth Rear .006.	ners n/availab 17 ATE, 1.4	le. 13 '70, P18	800E only 1.42.		nt; Rear	11.6.	
	1 144, D 11 Front 15 '70, F	Di. 5 t; rear 1 Rear; Fr	P1800, 1.6, mir ont P18	.875. n. thick 00E, .5	6 Disc 10. ness . 358. 2, others . 4	88, drum 12 '70, F 57. 16	71800E .87	, 164, .95, oth	ners n/availab 17 ATE, 1.4	le. 13 '70, P18	800E only 1.42.		nt; Rear	11.6.	

See key to abbreviations on page 163.

#### DOMESTIC FOUR-WHEEL DRIVE VEHICLES ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

	VALVE TIMING				BEARING DATA				PISTO	N PINS	TORQUE SPECIFICATIONS (Clean unlubricated threads except as note					
MAKE & MODEL	Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Diameter	Fit to	Cyl.				nifolds	
		Closes °ABC		Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings		Rod	Heads	Mains	Con. Rods	Int.	Exh.	
CHEVROLET K5 BLAZER 6 cyl	16 28 1 #5.	48 72 2,4479	46.5 78 -88.	17.5 30 2 # 1, .0	2.2983-93 2.4484-93 <sup>1</sup> 008-20; #5, .		.0003-29 .0011-23 <sup>2</sup> 3 Outer, 20		.9270-3 .9270-3	.0008–16 .0008–16	95 65	65 70	35 45	30 <sup>3</sup> 30	30 <sup>3</sup> 30 <sup>3</sup>	
<b>DODGE W100 POWER WAGON</b> 6 cyl	16 10 18	48 50 62 x. allowa	54 52 68	10 16 20	2.7495–505 2.4995–500 2.6245–55 <sup>2</sup> Max. allow	2.374-5	.0005-15 .0005-15 <sup>2</sup> .0005-15 <sup>1</sup>	.0005-15 <sup>1</sup> .0005-15 <sup>2</sup> .0005-15 <sup>1</sup>	.9008 .9841–3 1.0935–47	.0007-12 .0001-4 interference	65 85 70	85 85 85	45 45 45	35 50	10 25 30	

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	VALVE TIMING			BEARING DATA				PISTO	N PINS	TORQUE SPECIFICATIONS (Clean unlubricated threads except as note					
MAKE & MODEL	Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		D: .	Fit to		Bearings			ifolds
	Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con. Rod Bearings	Diameter	Rod	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
FORD BRONCO 6 cyl				7 24 ound, 0.0	2.2482-901	2.1228-361 lowable, .000	.0010-156		.9119-24	interference interference 4 Lubricated t	70-75 65-72 <sup>4</sup> hreads.	60-70 <sup>4</sup> 60-70 <sup>4</sup> <sup>5</sup> Allowab	19-244 19-244 le, .0010-	23–25 <sup>4</sup> -25.	13-18 <sup>4</sup> 12-16 <sup>4</sup>
INTERNATIONAL SCOUT 4 cyl. 6 cyl. 8 cyl.	18 12.5 21 1 Lub	58 51.5 63 ricated	58 53.5 58 threads.	18 10.5 18	2.7484-94 2.4981-500 2.7484-94 96 engine, .00	2.373-4	.001-4 .001-2 .001-4	.0011–36 .001–2 .0011–36	1.0623-5 .9306-7 1.0623-5	.0003-7 <sup>2</sup> .0009-15 .0006-12	951 80–851 951	75-801 75-851 75-851	45–551 26–301 45–551	40-45 <sup>1</sup> 20-25 <sup>1</sup> 40-45 <sup>1</sup>	40-45 <sup>1</sup> 20-25 <sup>1</sup> 40-45 <sup>1</sup>

#### IGNITION

					IGNITION TIMING						
MAKE & MODEL		Cam	Breaker Arm Spring	Breaker Point	Rota-	Max. Advance	e (degrees)	Spark Plug	Spark Occurs	Mark	Fining
	Make	Angle (Deg.)	Tension (Oz.)	Gap (In.)	tion	Centrifugal @ Distributor rpm	Vacuum In. of Hg.	Gap	Before TDC @ Idle	Location	Firing Order
HEVROLET K5 BLAZER				1350 F 47		<b>建筑企业制度</b> 电极					
5-hp, 250 cuin. 6 cyl	DR	31-34	19-23	.0191	C	24@2050	23@16	.035	4@550	VD	153624
0-hp, 307 cuin. V8	DR	31-34	19-23	.0191	CC	24@2150	20@17	.035	4@600	VD	18436572
5-hp, 350 cuin. V8		31-34	19–23	.0191	CC	24@2150	15@15.5	. 035	4@600	VD	18436572
0 V8, w/automatic		31-34	19–23	.0191	CC	18@2100	15@15.5	. 035	8@550	VD	18436572
	1 .016 used	points.									
DDGE W100 POWER WAGON											
5 6 cyl	Own	42-47	17-20	.017-23	C	12-14@2000	5.25-7.75@161	. 035	0@550	VD	153624
8 V8 <sup>2</sup>	Own	30-35	17-20	.014-9	C	17-19@2400	8.25-10.75@15	. 035	5ATC@550	VD	18436572
8 V8	Own	30-35	17-20	.014-9	C	12-14@2150	8-11@15	.035	5@550	VD	18436572
3 V8 <sup>2</sup>	Own	30-35	17-20	.014-9	CC	21-23@23503	10.5-13.5@13.5	. 035	0@5504	VD	18436572
	<sup>1</sup> Automatic	Hg. 10 in.	<sup>2</sup> With clean	air system.	<sup>3</sup> Autom	natic, 17-19@2300.	<sup>4</sup> Automatic, 7.5@5	00.			
ORD BRONCO		27 10			-						
0 6 cyl	Ford	35-40	17-21	.027	C	14@2500	6@251	.032-6	6@775	VD	153624
2 V8	Ford	24-29	17-21	.021	CC	14@2600	10.5@251	. 028–32	6@500	VD	15426378
	Maximum	retard; 7°@.	20 in. Hg.								
TERNATIONAL SCOUT		24 20 5	17 01	0174	-	12 5 14 5 2000	7010 5 11				
2 4 cyl		36-38.5	17-21	.0174	C	12.5-14.5@2000	7@10.5-11	.025-30	4@475	VD	1342
6 4 cyl		36-38.5	17-21	.0174	CC	15-17@1800	7@10.5-11.25	.025-30	4@475	VD	1342
2 6 cyl		31-34	17-21	.0191		12-14@2000	22-26@17	.033-37	0@725	Pul	153624
		28-32	17-21	.0191	C	12.5-14.5@2000	6-8@12	.030	4@4752	VD	1843657
4 V8	Used point	28–32	17-21 266E V8, 2ATO	.0191	C 304E V8, 0	13-15@2000 0@715. 4 Used poir	4-6@11	.030	0@4753	VD	1843657

C-Clockwise.

CC-Counterclockwise.

DR-Delco Remy. Hg.-Mercury.

Pul.—Pulley.

VD-Vibration damper.



#### YOUR GUIDE TO BETTER TUNE-UP

(Abridged from recommended procedure of the Automotive Electric Association)

#### 1. BATTERY

-

- —Make physical check of battery and carrier
- -Check specific gravity of electrolyte, or
- —Check open circuit voltage of battery cells
- —Check terminal voltage of battery under
- -Add water to cells as needed

#### 2. STARTING MOTOR AND CABLES

- —Check switch and cables for excessive voltage drop, with low reading voltmeter
- -Check operation of starting motor

#### 3. COMPRESSION AND MANIFOLD'S

- -Torque all attaching bolts or studs
- —Check engine compression (all plugs removed)

#### 4. SPARK PLUGS

- —Examine removed plugs for fouling or damage
- —Ensure spark plugs are of the proper type
- -Clean thoroughly in a blast type cleaner
- —File, regap, and reinstall with new gaskets

#### 5. DISTRIBUTOR

- —Inspect cap and rotor for cracks, burning, corrosion, etc.
- —Check centrifugal and vacuum advance for smooth operation
- -Test condenser
- —Check condition of points, replace if necessary
- -Lubricate cam, wick and oiler

#### 6. IGNITION COIL AND PRIMARY CIRCUIT

- -Test coil
- —Inspect all primary terminals and connections
- -Clean high tension terminal in coil

#### 7. HIGH TENSION CABLES

-Inspect, test, replace as necessary

#### 8. ALTERNATOR

- Inspect terminals for corrosion and loose connections; clean and retighten
- -Check alternator belt tension
- —Test electrically with test voltmeter and ammeter for voltage drop in charging circuit, capability of reaching rated output (disconnect battery for static tests)

#### 9. VOLTAGE REGULATOR

- —Check for excessive resistance in the charging circuit
- —Check regulator operating voltage and current

#### 10. Set ignition timing

#### 11. FUEL PUMP

- —Inspect flexible line and tighten connections
- -Clean agsoline bowl and filter
- -Check output volume and pressure

#### 12. CARBURETOR

- -Check linkage for wear and adjustment
- -Check pcv valve port for cleanliness
- —Remove, disassemble, clean and replace parts as necessary
- -Service air cleaner
- -Adjust idle speed and mixture

#### 13. COOLING SYSTEM

- -Check for leaks and hose condition
- —Test pressure cap
- -Check thermostat operation

#### 14. EMISSION CONTROL

 Check operation of emission control system according to manufacturer's recommendations

#### COMPUTATION TABLE

(To compute labor charge, apply labor hours to applicable hourly rate column. Then add figure for full hours to figure selected for "tenths of an hour".)

Hour	\$3.00	\$3.50	\$4.00	\$4.50	\$5.00	\$5.50	\$6.00	\$6.50	\$7.00	\$7.50	\$8.00	\$8.50	\$9.00	\$9.50	\$10.00
.1	.30	.35	.40	.45	.50	.55	.60	.65	.70	.75	.80	.85	.90	.95	1.07
2	.60	.70	.80	.90	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	2.00
.2	.90	1.05	1.20	1.35	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2 70	2.85	3.00
.4	1.20	1.40	1.60	1.80	2.00	2.20	2.40	2.60	2.80	3.00	3.20	3.40	3.60	3.80	4.00
.5	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
.6	1.80	2.10	2,40	2.70	3.00	3.30	3.60	3.90	4.20	4.50	4.80	5.10	5.40	5.70	6.00
.7	2.10	2.45	2.80	3.15	3.50	3.85	4.20	4.55	4.90	5.25	5.60	5.95	6.30	6.65	7.00
.8	2.40	2.80	3.20	3.60	4.00	4.40	4.80	5.20	5.60	6.00	6.40	6.80	7.20	7.60	8.00
.9	2.70	3.15	3.60	4.05	4.50	4.95	5.40	5.85	6.30	6.75	7.20	7.65	8.10	8.55	9.00
1	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50	8.00	8.50	9.00	9.50	10.0
2	6.00	7.00	8.00	9.00	10.00	11:00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00
3	9.00	10.50	12.00	13.50	15.00	16.50	18.00	19.50	21.00	22.50	24.00	25.50	27.00	28.50	30.0
4	12.00	14.00	16.00	18.00	20.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	36.00	38.00	40.00
5	15.00	17.50	20.00	22.50	25.00	27.50	30.00	32.50	35.00	37.50	40.00	42.50	45.00	47.50	50.00
6	18.00	21.00	24.00	27.00	30.00	33.00	36.00	39.00	42.00	45.00	48.00	51.00	54.00	57.00	60.00
7	21.00	24.50	28.00	31.50	35.00	38.50	42.00	45.50	49.00	52.50	56.00	59.50	63.00	66.50	70.00
8	24.00	28.00	32.00	36.00	40.00	44.00	48.00	52.00	56.00	60.00	64.00	68.00	72.00	76.00	80.00
9	27.00	31.50	36.00	40.50	45.00	49.50	54.00	58.50	63.00	67.50	72.00	76.50	81.00	85.50	90.00
10	30.00	35.00	40.00	45.00	50.00	55.00	60.00	65.00	70.00	75.00	80.00	85.00	90.00	95.00	100.00
11	33.00	38.50	44.00	49.50	55.00	60.50	66.00	71.50	77.00	82.50	88.00	93.50	99.00	104.50	110.00
12	36.00	42.00	48.00	54.00	60.00	66.00	72.00	78.00	84.00	90.00	96.00	102.00	108.00	114.00	120.00

Abbreviations:

AM — American Motors

CC — Chrysler products
F — Ford products

EC MULETIC O LILIDO

B — Buick

C — Chevrolet & Can.-built Pontiac

O — Oldsmobile

 Labor times for many common automotive service operations are shown in the following schedules. These are based on manufacturers' recommendations for 1965-69 standard size domestic passenger cars.

• Times shown, except where specifically tied to a make or group of car makes, are averages of manufacturers' time schedules.

Significant variations from average times are shown in brackets together with car
or maker's code.

• Calculate actual labor charge by referring to the computation table.

1.	TIRES, WHEELS & HUBS	
	FRONT WHEEL BEARINGS (w/drum brakes)	
	—Clean, repack and adjust,	
	(both wheels) 9 (AM .7; B .6; C .5).	
	-Replace bearings and cups,	
	inner and outer (one wheel)7	
	ROTATE 5 TIRE & WHEEL ASSYS5	
	BALANCE WHEEL & TIRE ASSYS.:	
	Two front — Off car 7 (B, CC 1.0)	
	On car	
	All five — Off car 1.5 (CC 2.2)	
	Four — On car 1.2	
	TIRES, R & R — All five 2.0	
	OIL SEALS, Replace, both front,	
	(Includes bearing repack)9	
2.	BRAKES	
	ADJUST SERVICE BRAKES (Minor)	
	(Includes check master cyl5	
	ADJUST BRAKES - Major (Includes	
	R & R drums, inspect linings, adjust	
	service and parking brakes, fill	
	master cylinder and bleed system) 1.7	
	BRAKE SHOES, R & R	
	(Includes adjust brakes and bleed	
	system)	
	—Front axle 1.3 (CC 1.1; 0.16)	
	—Rear axle 1.4	

FLUSH HYDRAULIC SYSTEM, replace
fluid and bleed9 (F 1.2; B, CC 1.5)
MASTER CYLINDER, R & R (Includes
bleed system)
WHEEL CYLINDER, R & R
—One wheel8 (CC 1.1)
BRAKE HOSE, replace (Includes bleed
brakes)
—One front
—One rear
PARKING BRAKE, adjust
POWER BRAKE UNIT, R & R .8 (AM 1.2;
CC 1.6; O, C .5; B .9)
DISC BRAKES, replace front pads and
rear shoes, bleed system 1.7
(B 2.6, CC 2.8)

#### 3. FRONT SUSPENSION & STEERING

Torsion Bar .....

BALL JOINTS, UPPER & LOWER, replace

—One side . 1.2 (AM 1.3; CC 1.4)
(Add alignment charge if applicable)
FRONT SPRINGS, replace both:
(Alignment extra)

—Coil . . . 1.9 (AM .8; F 1.1; O 1.0;
B 2.5; C 2.3)

1.6 (0 1.4)

	SHOCK ABSORBERS, Replace both	7	MAIN BEARINGS, Replace	
	CONTROL ARMS, INNER PIVOT SHAFT		—6 Cyl 3.0 (C 4.9; F	6 01
	& BUSHING, Replace: (Includes		—V8 3.6 (AM 1.6; B 4.7; C	5 21
	caster, camber & toe-in adjustment)		PRESSURE TEST ENGINE BEARINGS	2.21
	—Upper arm, one side 2.0	)	REAR MAIN BEARING OIL SEAL,	2
	—Upper arm, both sides 2.5		Replace lower half	
	—Lower arm, one side 2.1			1 (
				1.8
	—Lower arm, both sides 3.3		—V8 1.8 (B 2.5; C	2.91
	CASTER, CAMBER & TOE-IN,	,		
	Check only		ENGINE — COOLING	
	TOE-IN, Adjust	,	20021110	
	CASTER, CAMBER & TOE-IN, Check and		SERVICE COOLING SYSTEM (Includes	
	adjust (Includes adjust front wheel		drain and refill radiator and engine	
	bearings, tire pressures and check		block; inspect hose and tighten all	
	suspension points for wear or loose-		connections; pressure test system	
	ness) 1.5	5	and inspect for leaks with engine	
	TIE ROD ENDS, Replace:		hot and running; test pressure cap)	.5
	—One side 7 (B, CC, F .8; AM .9)		THERMOSTAT, Replace	.4
	—Both sides 1.1 (O .8; CC 1.2; AM 1.3)		RADIATOR HOSES, UPPER AND	
	STEERING GEAR (Manual type), Ad-		LOWER, Replace	.7
	just	,	RADIATOR, R & R 6 (AM .5; CC	
	STEERING WHEEL, Centre	;		
			WATER PUMP, R & R	1.0
			FAN BELT, Replace	.3
4.	ENGINE — MECHANICAL		HEATER HOSE, Replace	.4
	ENGINE ASSY., Replace with short	6.	ENGINE — FUEL	
	engine (fitted block) (Includes R &			
	R engine and transfer of all neces-		CARBURETOR, R & R	.7
	sary fuel, electrical and cooling		CARBURETOR, Recondition (Remove,	
	system parts. Tune engine) 12 (AM 7.5)		disassemble, clean, install necessary	
	0 10)		new parts, reassemble, reinstall &	
	CYLINDER HEAD GASKET, Replace		adjust)	
	—6 Cyl. 2.5 (CC 2.0; AM 2.7; C 3.4)		-Single barrel	1.8
	—V8 (one) 2.8 (AM, B 2.6; CC 3.0;		—Two barrel	2.0
	C 4.2)		—Four barrel	2.5
	(both) 4.0 (F. 3.9; C 6.1; CC 4.0)		FLOAT NEEDLE & SEAT, Replace	
	VALVES, Grind (Includes minor tune-up)		—Single barrel	.4
	—6 Cyl 5.1 (C 5.7)		—Two barrel	.8
	—V8 7.0 (CC, F 9.0; B 7.6; C 10.1)		—Four barrel8 (B	1.0)
	VALVES, Adjust		FLOAT, R & R and/or adjust level	
	—6 Cyl		—Single & two barrel6 (F	.3)
	—V8 1.1 (C .7)		—Four barrel8 (CC, B	
	VALVE, Replace one		AUTOMATIC CHOKE, Clean & adjust	.6
	—6 Cyl 3.0 (CC 2.2)		AIR CLEANER, Service: Dry	.2
	—V8 3.0 (CC 4.5)		Oil wetted	.3
	VALVE SPRING, Replace one		FUEL PUMP, Replace	.6
	—6 Cyl (AM .6; F .9)		FUEL SYSTEM, Clean	
	—V8 1.8 (AM, B, F .6; C .7; CC .8)		(Remove and clean out fuel tank,	
	VALVE LIFTER, Replace one		blow out fuel lines and clean fuel	
	-6 Cyl (C .7; CC .8; F 1.3; AM 3.0)		filter)	2.0
	-V8 1.5 (O 1.9; C 2.2; AM 2.5;			
	F 2.6)		ENGINE - ELECTRICAL & TUNE	_110
	ROCKER ARM COVER GASKET,		LINGING - LECTRICAL & TONE	-01
	Replace (one)		SPARK PLUGS, Clean & adjust or re-	
	PISTON RINGS, Replace		place	
	—6 Cyl 8,2 (AM 6.8; CC 7.4)		—6 Cyl	.4
	—V8 10 (C 12.3)		—8 Cyl	.7
	CONNECTING ROD BEARINGS, Replace		POINTS & CONDENSER, Replace (In-	
	—6 Cyl 4.2 (AM 3.1)		cludes R & R distributor and set	
	The state of the s			
	-V8 3.0 (C 4.3. CC 5.0)		ignition timing)	
	—V8 3.0 (C 4.3; CC 5.0) RINGS. PINS & ROD BEARINGS.		ignition timing) —6 Cyl	.8
	RINGS, PINS & ROD BEARINGS,		—6 Cyl	.8
	RINGS, PINS & ROD BEARINGS, Replace		—6 Cyl	.8
	RINGS, PINS & ROD BEARINGS,		—6 Cyl	

DISTRIBUTOR, Overhaul (Unit off)	.8 EXHAUST PIPE, Replace (one)8 (AM,
COMPRESSION, Test	0.5)
—6 Cyl	.5 CROSSOVER PIPE, V8s, Replace6
—8 Cyl	.7 MUFFLER, Replace (one)
IGNITION CABLE SET, Replace	TAIL PIPE, Replace (one)
—6 Cyl	
—8 Cyl	.6
TUNE-UP, Minor (Includes: service	10. CLUTCH & STANDARD
battery; renew points, condenser and plugs; check condition of dis-	TRANSMISSION
tributor cap and rotor; set ignition	IRAINSMISSION
timing; adjust carburetor idle speed,	CLUTCH PEDAL LINKAGE, Adjust3
service air cleaner and PCV.	CLUTCH ASSEMBLY, Replace 1.6 (C 2.5;
	1.5 CC 2.0; F 1.8; O 1.9; B 2.6)
	1.7 CLUTCH DISC, Replace (trans. out) .7
TUNE-UP, Major (Includes minor tune-	(C 1.0)
up items and: check compression;	CLUTCH RELEASE BEARING, Replace 1.5
adjust valves; adjust fan belt; test	(CC 1.6; B 1.7; F 1.1; AM 1.3)
coil; check and adjust voltage regu-	TRANSMISSION, R & R 1.4 (F 1.1) TRANS. FRONT OIL SEAL, Replace . 1.5
lator; check operation of manifold	(CC 2.0)
heat control; retorque cylinder	TRANS. REAR OIL SEAL, Replace5
heads, manifolds and carburetor	(C .8; CC 1.0)
flange; tighten hose connections)  —6 Cyl. mech. lifters	2.7 SHIFT LINKAGE, Adjust
	2.0
	3.8
—8 Cyl. hyd. lifters	2.8 11. AUTOMATIC TRANSMISSION
A STATE OF S	(On car operations)
8. STARTING & CHARGING SYSTEM	SELECTOR LINKAGE, Adjust (Includes
BATTERY, Check condition & service	neutral switch)
(Includes clean battery top, inspect	THROTTLE LINKAGE, Adjust
cables and battery case, clean posts and terminals, make hydrometer and	DRAIN & REFILL
voltage tests	.3 CHECK UNITS FOR OIL LEAKS (Clean
STARTER DRAW TEST (on car)	.3 & dry outside of case and run unit
STARTER, R & R	.7 to find point of leakage)
STARTER DRIVE, Replace .9 (F .5; B 1	
STARTER, Recondition (Includes: re-	BANDS, Adjust (external)8 (CC 1.0)
move; disassemble; turn commutator;	TRANSMISSION, R & R 2.5 (O 1.8;
test armature and fields; check bear- ings; replace necessary parts; rein-	B 2.2; CC 3.4)
stall)	
	2.0 12. DRIVELINE, DRIVE AXLE &
	2.4 SUSPENSION
ALTERNATOR OVERHAUL 1.4 (O 1	1.7;
C 2.4; CC 2	
ALTERNATOR BRUSHES, Replace	.6 —2 Joints 1.0 (AM, B 1.3)
(C 1.0; CC ALTERNATOR, Replace diodes	
Replace bearings .7 (AM, F, B 1	
	.6 PINION SHAFT BEARINGS, Replace 2.6
	(F 3.4; C 3.8; AM 4.3; CC 5.1)
9. MANIFOLDS, MOUNTS & EXHAU	
MANIFOLD GASKETS, Replace	(One side)5 (C .7; B, F .8;
—Intake & exhaust, 6 cyl. 1.1 (AM	.7; AM 1.4; CC 1.3)
C .6; CC 1 —Intake, V8 1.8 (B 1.2; F 2.5; C 2	
—Intake, V8 1.8 (B 1.2; F 2.5; C 2 CC 1	
-Exhaust, V8 (one side) 1.3 (B,	(는 )는 HONG HONG HONG HONG HONG HONG HONG HONG
F .6; AM, C	
ENGINE MOUNTS, Replace (both sides)	(CC, C .8)
—Front, 6 cyl	
—Front, 8 cyl 9 (AM 1.4; C 1	
CC 1	.3) REAR SHOCK ABSORBERS, Replace .5 (Both)

# autopar

a complete line of automotive products exclusively for service stations

#### 1967-71 IMPORTED CARS

Suggested flat rate time schedules for common service operations on some popular models

	BRIT	BRITISH LEYLAND MOTORS				FORD		GENERAL MOTORS		JLT	VOLKS	WAGEN	VOLVO		тоуота	
	Mini	1100	MGB	A-H Sprite, MG Midget	Anglia	Cortina (exc.GT)	Viva, Epic	Victor, Envoy	R8, R10, Caravelle	R16	"Beetle"	1500/1600 sed. s/wag.	142/	120/ 130	Corona, Cor. MkII	Corolla
FRONT WHEEL BEARINGS, both wheels. Inspect, lubricate and adjust (or replace)	3.622	1.722	2.422	1.522	.7	.7	1.0	1.0	.5	_	1.4	1.5	2.1	1.8	1.2	.619
CASTER, CAMBER & TOE-IN, Check & adjust. (Includes adj. fr. wh. brks, check tire pressures & suspension for wear or looseness)	.75	.75	.7	.7	2.3	2.3	1.5	1.9	.75	1.0	1.0	1.0	1.1	1.1	1.215	. 421
SERVICE BRAKES, Adjust-Minor.	. 25	. 25	. 25	.2	.4	.4	.5	.6	/-	_	.6	.6			.2	.6
BRAKES, ALL, Major adjustment. (Incl. inspect drums & linings, clean & tighten, adjust, bleed system)	1.15	1.45	1.0	.8	1.9	1.9	1.4	1.7	_	_	2.0	2.0		_	1,4	2.4
BRAKE HOSE, front or rear, replace one (Incl. bleed fr. or rear brakes)	.6	.55	.5	.5	.7	.7	.7	.7	1.0	1.0	.6	.6	1.1	.9	.5	.5
BRAKE SHOES, Replace, 4 wheels Incl. adj. & lubricate & adj. p/brake)	1.7	2.3	1.7	1.55	2.6	2.6	2.0	2.0	3.25	4.0	2.2	2.2	1.6	1.3	2.5	2.4
SHOCK, ABSORBERS, Replace both Front	.59 .69	9 9	1.2	1.2			1.22	.7	1. 5 2.54	=	.7	.7	.8	.8	.5	2.620
CYL. HEAD GASKET, Replace	1.5	1.7	3.35	2.4	1.5	1.5	2.3	2.814	2.75	4.5	2.53	2.758	3.1	3.1	3.4	2.4
VALVES, Grind	4.25	4.45	5.2	4.4	3.9	3.9	3.5	4.24	7.5	8.5	3.43	3.653	5.7	5.7	6.516	6.7

<sup>1</sup> Except Mini-Coopers. 2 '67-'69; others . 5. 6 '67-'69; '65, 4.2; '66, 3.2. 7 '66-'69; '65, 1.6. 8 '67-'69; '65, 4.5; '66, 3.6. 9 Not installed with Hydrolastic suspension. 10 W/Hydrolastic; w/rubber susp., 4.3.

Continued on page 188

## "Sioux tools give a man

The #300 Series Sioux Impact Wrench kind of grows on a man. Gives him more productivity. more pride in his job. Give your men pride. Visit your Sioux jobber.

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#### 1967-71 IMPORTED CARS continued

Suggested flat rate time schedules for common service operations on some popular models

	BRITISH LEYLAND MOTORS			FORD GENERAL MOTORS		RENAULT		VOLKSWAGEN		VOLVO		тоуота				
	Mini	1100	MGB	A-H Sprite, MG Midget	Anglia	Cortina (exc.GT)	Viva, Epic	Victor, Envoy	R8, R10, Caravelle	R16	"Beetle	1500/1600 sed. s/wag.	142/	120/	Corona, Cor. MkII	Corolla
VALVES, Adjust (incl. tighten head & rocker shaft bolts)	.7	.7	.7	.7	.9	.9	.6	.9	.75	1.5	1.2	1.3	.4	.4	.517	.6
VALVE SPRING, Repl. one (head on)		_	_	-	_	-	_	-	.75	1.0	.75	.8	.5	.5		
PISTON RINGS, Replace all	6.711	8.5511	7.0	4.2	4.9	5.0	7.0	6.8	-	_	6.75	7.85	7.6	7.6	5.918	8.2
POINTS & CONDENSER, Replace	.6	.6	.6	.6	.7	.7	.7	.7	1.25	1.5	.4	.4	.7	.7	.5	.5
CARBURETOR(S), Recondition (Remove, dissasemble, clean, install new parts, reinstall & adjust)		2.8	2.9	2.75	1.3	1.3	.8	.9	1.25	1.25	.95	2.8	2.5	2.5	2.2	1.3
FUEL PUMP, Replace	.5	.7	.45	.35	.4	.4	.3	.4	.5	.75	.35	.45	.7	.7	.3	.3
VOLTAGE REGULATOR, Test,clean & adjust (on car)	.45	.45	.5	.45	.5	.5	.6	.6	.5		.5	.5	.3	.3	.5	.5
CLUTCH DISC, Replace	3.510	3.412	6.75	5.25	2.3	2.0	1.75	2.4	6.25		2.8	2.9	2.5	3.3	2.3	1.9
CLUTCH RELEASE BEARING Replace	2.85	1.75	6.7	5.30	2.2	1.9	1.36	2.07	6.25	_	1.7	1.7	2.0	2.8	2.2	1.9
CLUTCH PILOT BEARING, RepM.		_	-	-	2.8	2.5	1.88	2.6	_			750	3.0	3.8	_	
CLUTCH PEDAL LASH, Adjust	_	_	-	_	_		.2	.3	.5	.5	.35	.35	.4	.4	.1	.1
UNIVERSAL JOINTS, Repack or replace one joint	.613	.713	.85	.85	1.0	1.0	1.5	1.1	1.75	_	_		2.1	2.1	.4	.9

<sup>17</sup> Mk II, .8. 15 Mk II, 1.4. 16 Mk II, 7.2. 12 Spring type; w/diaphragm deduct .7. 18 Inner coupling only.
th. 21 Adjust toe only. 22 To replace both sets. 14 Except OHC. 11 W/auto. trans., add 1.6 for Mini, 1.2 for 1100. 12 18 Mk II, 6.2. 19 Replace, .9. 20 Overhaul both.

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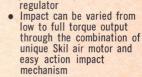




#### Model 1140-4500 RPM-7" Heavy-Duty

- All ball and needle bearing construction
- · Super Burnout Protected Motor withstands overloads, has power to spare
- Removable handle mounts on either side







7" Heavy-Duty

- Ideal for polishing difficult contours, confined areas, rubbing and cleaning
- All ball and needle bearing construction
- Removable handle mounts on either side

Call your local automotive jobber now and meet these performance tools from

POWER TOOLS

#### **Metric Conversion Table**

Millimetres	×	.03937	=	Inches
Millimetres	=	25.400	×	Inches
Metres	×	3.2809	=	Feet
Metres	=	.3048	×	Feet
Kilometres	×	.621377	-	Miles
Kilometres	=	1.6093	×	Miles
Square centimetres	×	.15500	=	Square inches
Square centimetres	=	6.4515	×	Square inches
Square metres	×	10.76410	=	Square feet
Square metres	=	.09290	×	Square feet
Cubic centimetres	×	.061025	-	Cubic inches
Cubic centimetres	=	16.3866	×	Cubic inches
Cubic metres	×	35.3156	-	Cubic feet
Cubic metres	=	.02832	×	Cubic feet
Cubic metres	×	1.308	=	Cubic yards
Cubic metres	-	.765	×	Cubic yards
Litres	×	61.023	-	Cubic inches
Litres		.01639	×	Cubic inches
Litres	×	.22	=	Imperial gallons
Litres	=	4.546	×	Imperial gallons
Kilograms	×	2.2046	=	Pounds
Kilograms	=	.4536	×	Pounds
Kilograms per sq cm	×	14.2231	-	Pounds per sq in
Kilograms per sq cm	=	.0703	×	Pounds per sq in
Metric tons (1000 kg)	×	1.1023	=	Tons (2000 pounds)
Metric tons (1000 kg)	=	.9072	×	Tons (2000 pounds)

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#### STANDARD DRILL SIZES—to 1 inch

Drill	Diam. Inches	Drill	Diam. Inches	Drill	Diam. Inches	Drill	Diam. Inches	Drill	Diam. Inches
80	.0135	49	.0730	21	.1590	17/64	.2656	1/2 33/64 17/32	.5000
79	.0145	48	.0760	20 19	.1610	H	.2660 .2720	17/	.5156 .5312
78	.0160	5/64 47	.0785	18	.1695		.2770	35 64	.5469
77	.0180	46	.0810	11/64	.1719	K	.2810	9/16	.5625
76	.0200	45	.0820	17	.1730	9/32	.2812	3764	.5781
74 73	.0225	44 43	.0860	16 15	.1770	M	.2900 .2950	39/	.5937
72	.0250	42	.0935	14	.1820	19/4	.2969	5/64	.6250
71	.0260	3/32	.0937	13	.1850	19 <sub>64</sub>	.3020	41/64	.6406
70	.0280	41	.0960	13/16	.1875	5/16 O	.3125	916 3764 1952 3964 58 4164 2132 4364	.6562
69	.0292	40	.0980	12	.1890	P	.3160	11/16	.6719
68	.0310	39 38	.0995	10	.1935	21/64	.3281	45/64	.7031
67	.0320	37	.1040	9	.1960	Q	.3320	23/32	.7187
66	.0330	36	.1065	8	.1990	R	.3390	23/32 47/64	.7344
65	.0350	7/64 35	.1094	7	.2010	11/32	.3437	3/1	.7500
64	.0360	35	.1100	13/64 6	.2031	S T	.3480	49 <sub>64</sub> 25 <sub>32</sub>	.7656 .7812
62	.0380	33	.1130	5	.2055	23/64	.3594	51 64	.7969
61	.0390	32	.1160	4	.2090	U	.3680	13/16	.8125
60	.0400	31	.1200	3	.2130	3/8	.3750	53/64	.8281
59 58	.0410	1/8 30	.1250	7/32 <b>9</b> 1	.2187	w	.3770	55/	.8437 .8594
57	.0430	29	.1360	1	.2280	25/64	.3906	7/64	.9750
56	.0465	28	.1405	Δ	.2340	X	.3970	13/6 53/64 27/32 55/64 7/8 57/64	.8906
3/64 55	.0469	964 <b>27</b>	.1406	15 <sub>64</sub> B	.2344	Y	.4040	29/99	.9062
	.0520	27	.1440	B	.2380	Z 13/32	.0462	5964 15/16	.9219
54 53	.0550	26 25	.1470	D	.2450	27/64	.4219	61/4	.9531
	.0625	24	.1520	C D E	.2500	7/16	.4375	61/64	.9687
1/16 52	.0635	23	.1540	1/4	.2500	7/16 29/64	.4531	63/64	.9844
51 50	.0670	5/82 22	.1562	F	.2570	15/32 31/64	.4687	1	1.0000

#### Tap drill sizes - National Fine Thread

Tap Size	Threads Per Inch	Tap Size Drill	Per cent Thread
No. 6	40	No. 33	77
No. 8	36	No. 29	78
No. 10	32	No. 21	76
No. 12	28	No. 14	73
1/4"	28	No. 3	80
5/16"	24	*	75
3/8"	24	Q*	79
7/16"	20	25/64	72
1/2"	20	29/64	72
9/16"	18	33/64	65
5/8"	18	37/64	65
3/4"	16	11/16	77

	DECIMAL EQUIVALENTS								
	1/64-	.015625	23/64-	.359375	45/64703125				
	1/32 -	.03125	3/8	.375	<sup>23</sup> / <sub>32</sub> —— .71875				
	3/64-	.046875	25/64-	. 390625	47/64734375				
1/16-		.0625	13/32	. 40625	3/4				
	5/64-	.078125	27/64-	.421875	4%4765625				
	3/32	.09375	7/16		<sup>25</sup> / <sub>32</sub> —— .78125				
		.109375	29/64-		51/64796875				
1/8		.125	15/32		13/16				
		.140625	31/64-		53/64828125				
	5/32		1/2	.5	27/32				
	/01	.171875	33/64-		55/64859375				
3/16-			17/82		7/8875				
		. 203125			57/64 890625				
	7/32		%6		29/3290625				
		. 234375	37/64-		59/64921875				
1/4-		. 25			.9375				
		. 265625		.609375	61/64953125				
	9/32		5/8		31/3296875				
		. 296875	41/64-		63/64 984375				
5/16-			21/32		11.				
			43/64-						
	/32	.34375	11/16	. 6875					

#### Torque limits for various size bolts

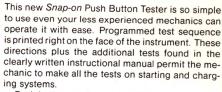
The following is intended to serve as a guide only. Specific manufacturers' torque values should always be used when available.

Screw Size		Max. Torque (foot pounds)	Screw Size		Max. Torque (foot pounds)
1/4	20	6–9	7/16	14	45-50
1/4	28	6-9	7/16	20	50-60
1/4 5/16	18	12-15	1/2	13	60-70
5/16	24	15-18	1/2	20	70-80
3/8	16	23-28	9/16	18	85-95
3/8	24	30–35	5/8	18	130-145

# NEW <u>Snap-on</u> starting and charging circuit tester

■ Push Button Ease

■ Simple Instructions on Face



Push buttons and meter scales are color-coded for simplicity. 6" meter dials are protected by unbreakable plastic covers. Easy rolling tripod stand is included with unit.

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